

GRAIN DEALERS JOURNAL

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CHICAGO (Continued).

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Montgomery & Tompkins, receivers and shippers.
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Rich Grain Co., grain commission.*
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Urmston Grain Co., receivers & shippers.*
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Owen & Brother Co., grain commission.
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Rialto Elevtr. Co., grain receivers & shippers.*
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Woodward Newhouse Co., grain merchants.
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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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PEORIA (Continued)

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Harwood-Young Co., grain commission.
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.
Miles, P. B. & C. C., grain commission.*
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Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
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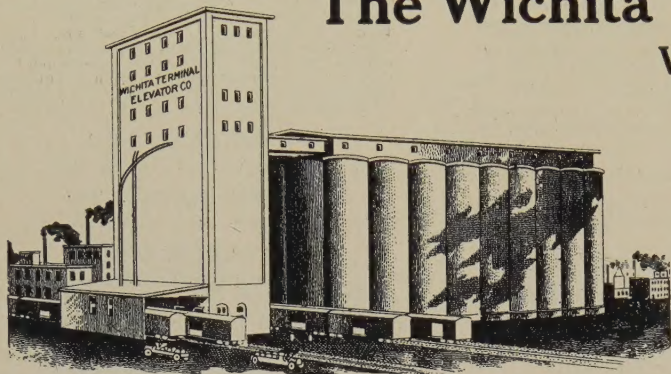
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GRAIN DEALERS JOURNAL

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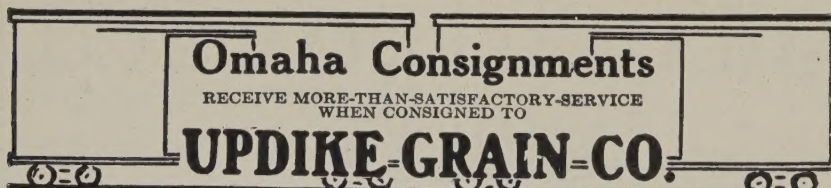
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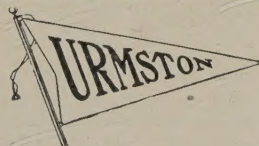
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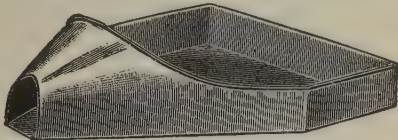
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The Fort Worth Elevators Company

FORT WORTH, TEXAS

GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE

SOUTHWESTERN HEADQUARTERS KAFFIR, MILO MAIZE FETERITA

Wire or Write Us to Sell or Buy

Paul Kuhn & Co.

Receivers and Shippers

GRAIN

Terre Haute and Evansville, Ind.

CEDAR RAPIDS GRAIN CO.

Receivers and Shippers

CEDAR RAPIDS - IOWA

BALDWIN GRAIN COMPANY

GRAIN BROKERS

BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr.

BLOOMINGTON, ILL.

Stockbridge Elevator Co.

BUYERS

OF

Salvage Grains

Submit Samples and Quote Prices

JACKSON

MICHIGAN

Offer Us

CORN, OATS
MILLFEED
SCREENINGS
FLOUR
ETC.

L. E. SLICK & CO.

BLOOMINGTON, ILL.

ASK FOR PRICES ON
CORN FEEDS
ALF-MOL-GRAIN
FEEDS
CORN MEAL
FLOUR

"Safety-First" Brand

The Scott County Milling Co.

Daily Capacity 3500 Bbls.

OFFER US YOUR SOFT and HARD
WHEAT also CORN

Mills and Elevators,
SIKESTON,
DEXTER,
ORAN.

Storage
Capacity
3,000,000
Bushels

General Office:
SIKESTON, MO.

RECEIVERS, SHIPPERS AND BROKERS

CONSIGN
WHEAT - CORN - OATS
—TO—
DUMONT, ROBERTS & CO.
301-2 Cham. of Com., DETROIT
"The top 'o the market to you."

E. A. GRUBBS GRAIN CO.
Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

Record of C. N. D. QUOTATIONS

Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday 19. . ." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, 9½x9½ inches, are well bound in book form—a year's supply. Price 75 cents.

GRAIN DEALERS JOURNAL
305 S. La Salle Street Chicago, Illinois

BOLIN HALL GRAIN CO.
Kansas Hard Wheat
Milo Maize and Kaffir Corn
HUTCHINSON - KANSAS

H. C. CARSON & CO.
WHEAT—CORN—OATS—RYE—BEANS
1548 Penobscot Bldg., DETROIT
"CONSIGN TO CARSON"

BOOK YOUR BINDER TWINE NOW

Without obligation, subject to your final acceptance on receipt of our delivered prices to be made about March 1st. We hope to make a price ¾c under the Big Interests.

Our Twine is Bug Treated—"It's Bitter"

CONSUMERS CORDAGE CO. MINNEAPOLIS, MINNESOTA

REDUCE YOUR TOLLS!

This letter comes from one of the best known firms in the country. Read what they say regarding the Universal Grain Code.

J. C. SHAFFER & COMPANY
GRAIN

234 S. La Salle Street

Grain Dealers Journal, Chicago, Ill.

Chicago, June 11th, 1915.

Gentlemen:—We have used the Universal Grain Code exclusively with about half a dozen Eastern firms, since its publication, and would have used it more extensively had it been in general use. We believe it contains a great many improvements over other codes and that if the grain trade in general would start its use, take time to consider it, and become familiar with its contents, it would prove very satisfactory.

EMC—EC

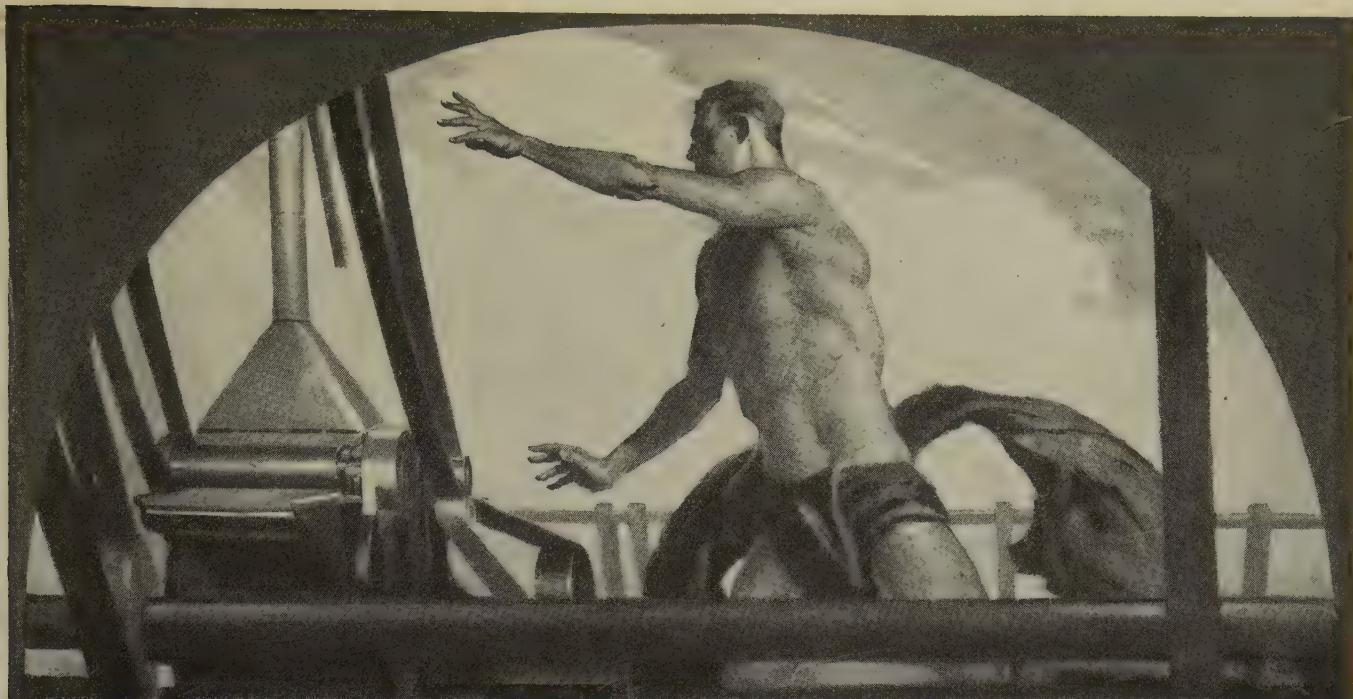
Yours very truly,

J. C. SHAFFER & COMPANY,
Per E. M. Combs.

Men who have used the Universal Grain Code think well of it. They find it saves them money where they do use it, and that it is a "great improvement" over other codes. Its arrangement and combinations of phrases will secure for its users saving in time and tolls, and leave fewer opportunities for error than any grain code now in use. Follow the example of the men who are using it now, by sending us your order today. Price \$3.00 per copy.

GRAIN DEALERS JOURNAL
315 So. La Salle St.

Chicago, Ill.



THE CONSERVATION OF ENERGY AND THE TRANSMISSION OF POWER

They Add to Output and Cut Its Cost

IN the search for efficiency too many have overlooked the belts on small high-speed pulleys.

Conveyor costs per ton have been carefully canvassed and minutely accurate records of main-drive transmission belts have been kept.

Yet the aggregate cost of small pulley transmission is frequently a formidable factor in production.

Ordinary belts on small, high-speed pulleys are generally inefficient because of too much stretch and not enough pliability.

Glide Belts improve these drives because their special construction makes them fight stretch effectively and hug the pulleys efficiently.

Accurate records from many factories show that they are giving better service at a lower cost than even carefully manufactured belts made of honestly selected leather.

They drive more efficiently because their co-efficient of friction is higher, because their slippage is less than that of leather.

They increase output per production unit.

And their price is so reasonable they not only effect economy in service per dollar of cost but also in first cost.

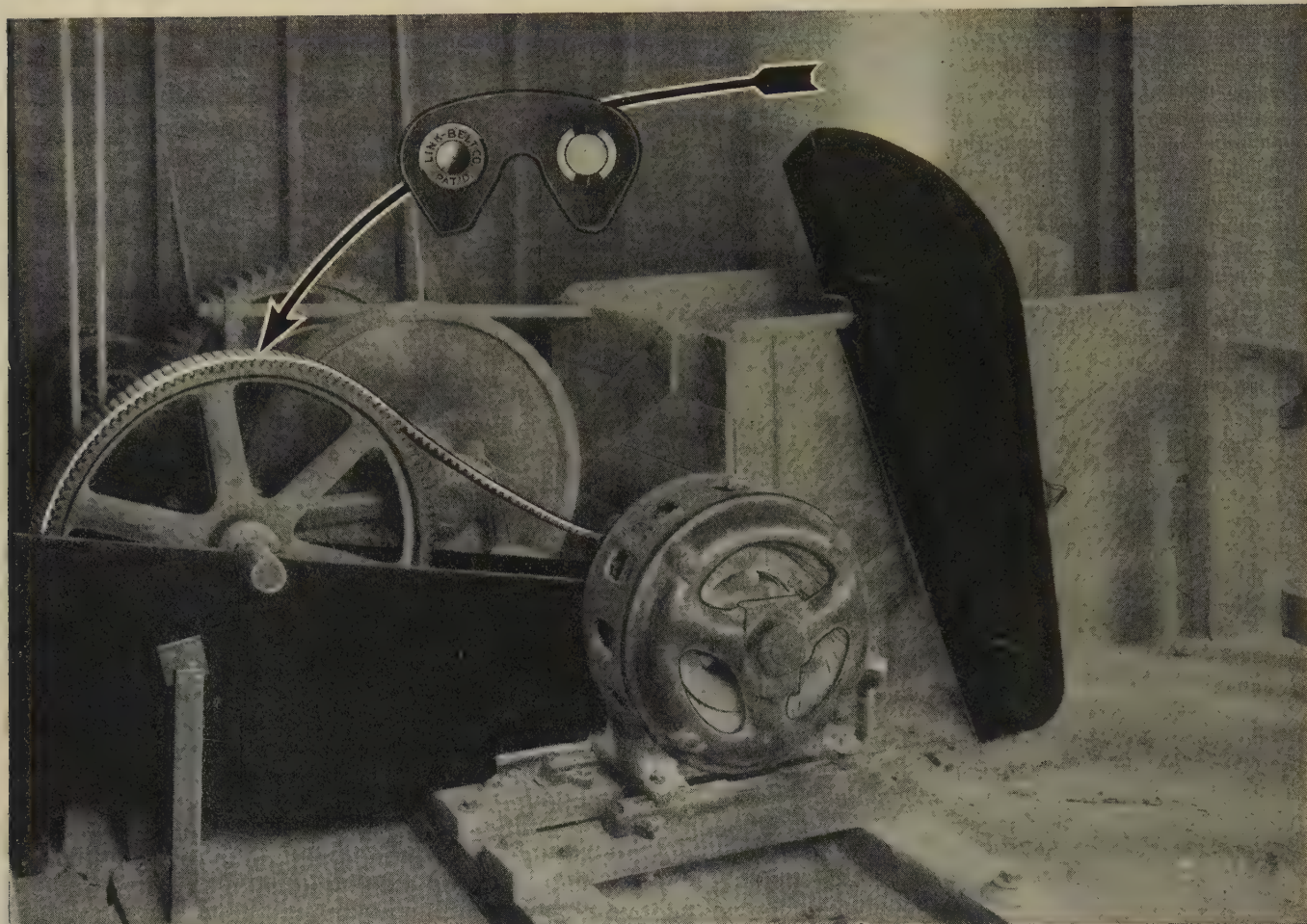
Transmission and conveyor belting—steam, air and water hose—Goodyearite Packing.

The Goodyear Tire & Rubber Co.
Akron, Ohio

GLIDE TRANSMISSION BELTS

GOOD YEAR

AKRON



EFFICIENT POWER TRANSMISSION

IN these trying times when every Grain Elevator is endeavoring to operate to its full capacity, there should be no tolerance of slip or loss of power in transmission, from the prime mover to the driven machine.

Now, if never before, efficient methods must take preference over time-worn methods. Today is the day when results count. Even the best is none too good.

You owe it to yourself and your country to economize power, use effi-

cient equipment, and get better results from your elevator than ever before in the history of our country.

Link-Belt Silent Chain is over 98% efficient—it transmits power without slip or loss—with the flexibility of the leather belt and the positiveness of gears.

If you cannot adopt this drive now, send for our booklet No. 309 telling how to transmit power efficiently to every machine in your elevator.

LINK-BELT SILENT CHAIN DRIVES

LINK-BELT COMPANY

B 7

PHILADELPHIA

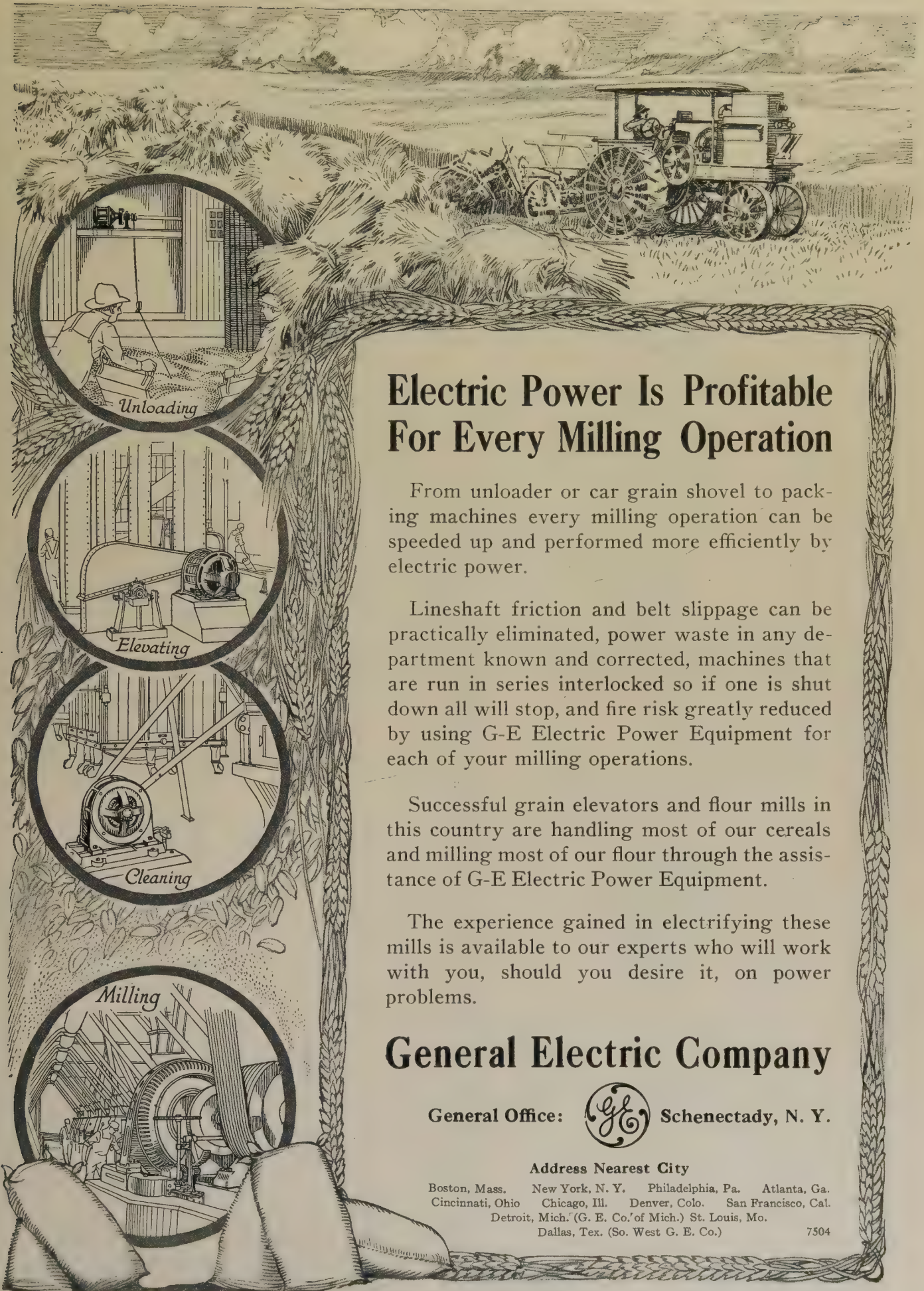
New York - - - 299 Broadway
Boston - - - 49 Federal St.
Pittsburg - - - 1501 Park Bldg.
St. Louis - Central Nat'l Bank Bldg.
Buffalo - - - 998 Elliott Square
Wilkes-Barre - 2d Nat'l Bank Bldg.

CHICAGO

Cleveland - 429 Rockefeller Bldg.
Detroit - 732 Dime Bank Bldg.
Minneapolis - 418 S. Third St.
Kansas City, Mo. - 407 Finance Bldg.
Seattle - 576 First Ave. S.
Portland, Ore. - 1st and Stark Sts.
New Orleans - C. O. Hinz, Hibernia Bank Bldg.
Charlotte, N. C. - J. S. Cothran, Com'l Bank Bldg.
Toronto, Can. - Canadian Link-Belt Company, Ltd.

INDIANAPOLIS

San Francisco - - - 461 Market St.
Los Angeles - - - 161 and 163 N. Los Angeles St.
Denver - Lindrooth, Shubart & Co., Boston Bldg.
Louisville, Ky. - Frederick Wehle, Starks Bldg.
Knoxville, Tenn. - D. T. Blakey, Empire Bldg.
Birmingham - McCrossin & Darrah, Am. Tr. Bldg.



Electric Power Is Profitable For Every Milling Operation


From unloader or car grain shovel to packing machines every milling operation can be speeded up and performed more efficiently by electric power.

Lineshaft friction and belt slippage can be practically eliminated, power waste in any department known and corrected, machines that are run in series interlocked so if one is shut down all will stop, and fire risk greatly reduced by using G-E Electric Power Equipment for each of your milling operations.

Successful grain elevators and flour mills in this country are handling most of our cereals and milling most of our flour through the assistance of G-E Electric Power Equipment.

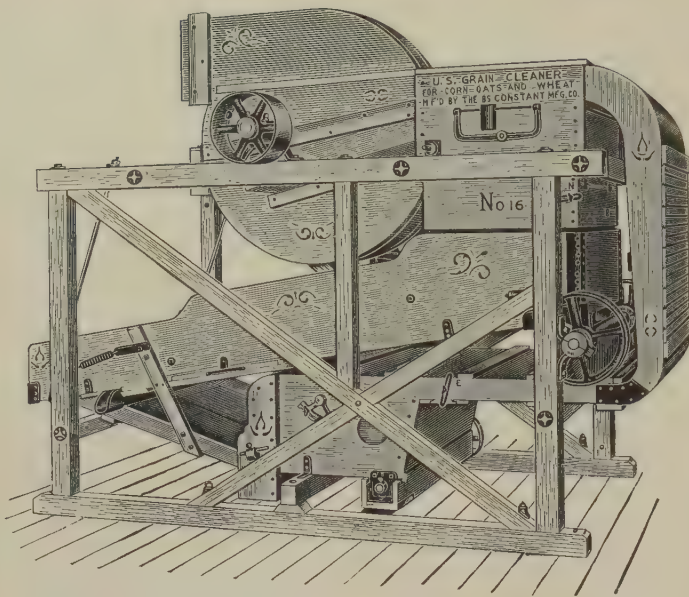
The experience gained in electrifying these mills is available to our experts who will work with you, should you desire it, on power problems.

General Electric Company

General Office:  Schenectady, N. Y.

Address Nearest City

Boston, Mass. New York, N. Y. Philadelphia, Pa. Atlanta, Ga.
Cincinnati, Ohio Chicago, Ill. Denver, Colo. San Francisco, Cal.
Detroit, Mich. (G. E. Co. of Mich.) St. Louis, Mo.
Dallas, Tex. (So. West G. E. Co.) 7504



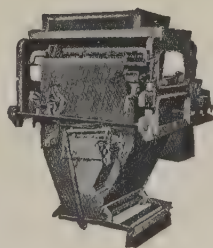
Our
Catalog
On
Request

Easily The Leader in Satisfactory Grain Cleaning

The "U. S. Grain Cleaner" has for so long been giving satisfactory service in hundreds of grain elevators throughout the country that it is no wonder that it is considered the leader. It has built up an enviable reputation. This is the kind of a cleaner you should install in your elevator. You had better give the subject some thought at this time, as the new crop is not many months away. Look your machinery over and see what you need—we can supply it.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

T Y P E



**REGISTERING
AUTOMATIC**

**RICHARDSON SCALE
COMPANY**

327 GRAIN EXC. BLDG.
OMAHA
320 S. STATE ST.
CHICAGO

Factor
PASSAIC, N. J.

167 N. EMPORIA
WICHITA
410 S. Third St.
MINNEAPOLIS

WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Cleaner
Sheller
Buckets
Boots
Belting
Portable Elevator
Power Shovel
Car Puller
Scarifying Machine
Gravity Cleaner
Clover Huller
Manlift
Bags and Burlap
Transmission Machinery
Separator
Grain Driers
Grain Triers

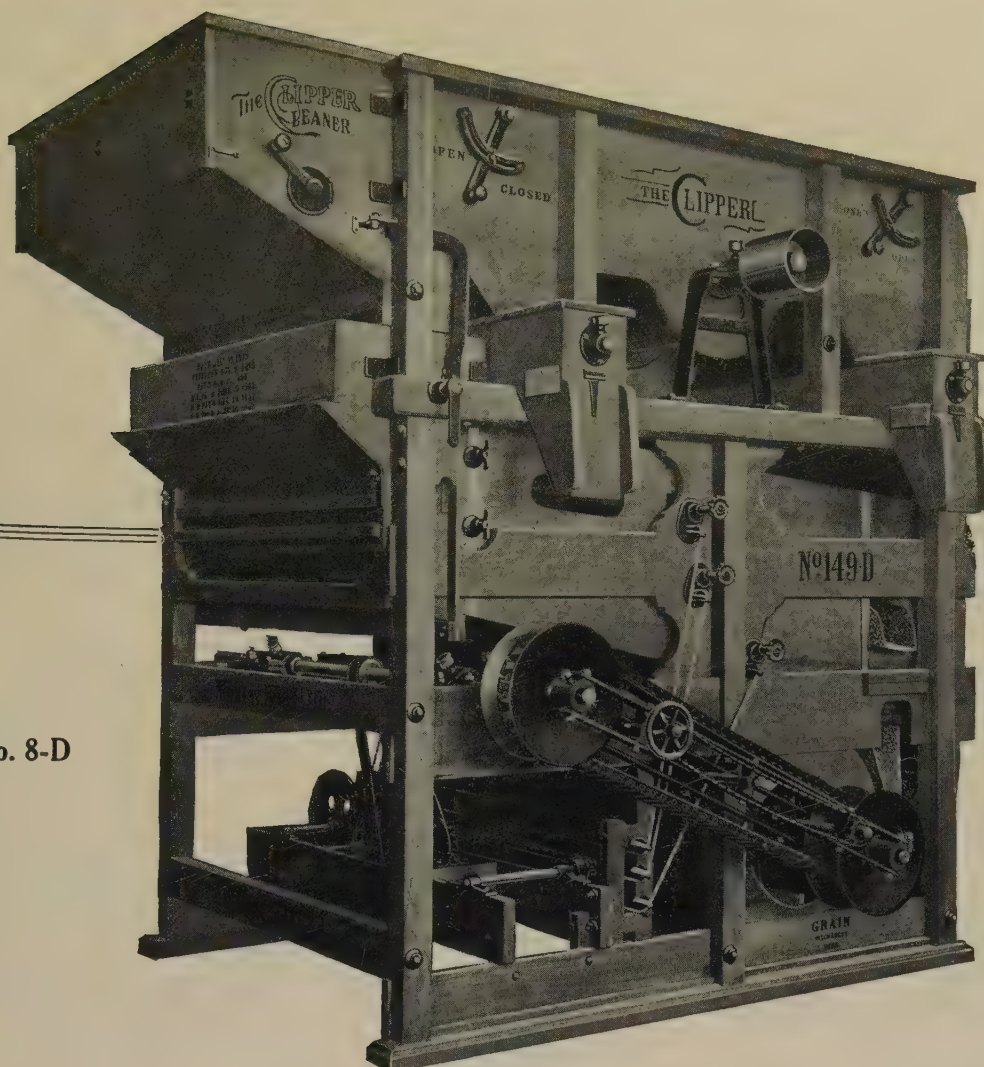
Car Loader
Conveying Machinery
Transmission Rope
Sample Envelopes
Power { Gas Engine
Kerosene Engine
Motors
Dump
Storage Tanks
Feed Mill
Elevator Leg
Distributor
Car Liners
Scales
Moisture Testers
Oat Bleachers
Oat Clipper

or anything used in a grain elevator.

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



No. 8-D

No. 149-D

The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER

No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

Write for catalog

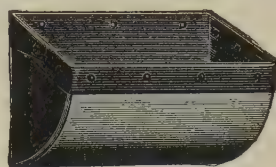
A. T. FERRELL & CO., Saginaw, W. S. Mich.

Just a Few Suggestions for Your Elevator

We carry a large stock for prompt shipment. Send us your orders and inquiries.



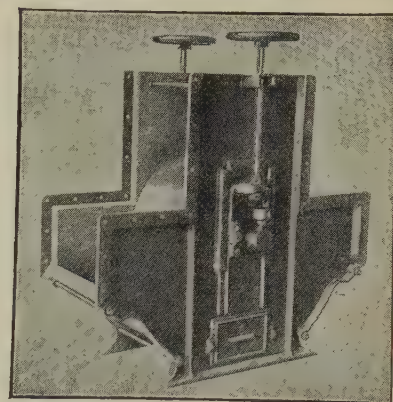
Transmission Rope.



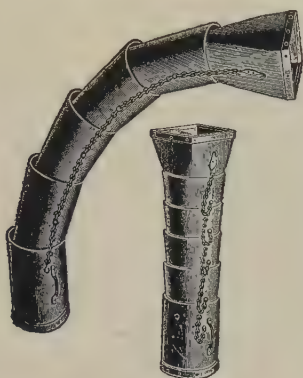
Empire Buckets.



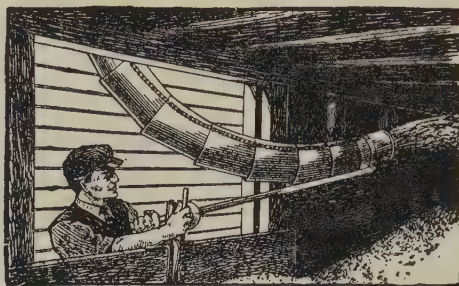
Salem Buckets.



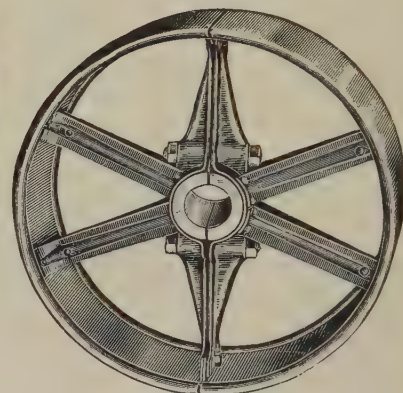
Cast Iron Boots.



Flexible Loading Spouts.



Car Loading Spout Holders.



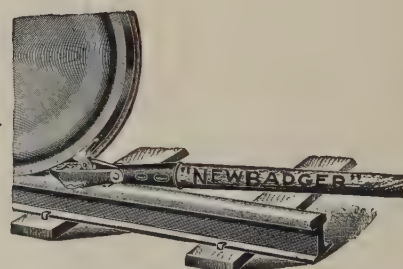
All Kinds of Pulleys.



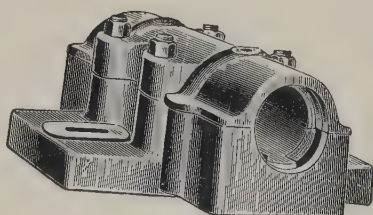
Cup Belting.



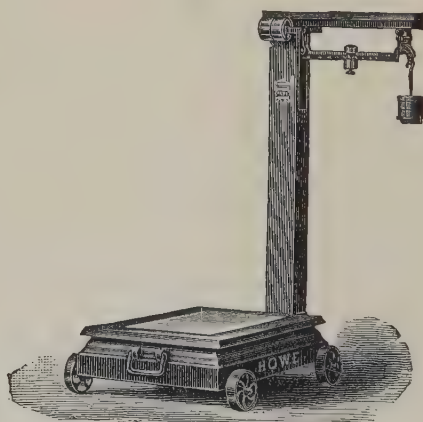
Sprocket Chain.



Car Movers.



All Kinds of Bearings.



Howe Scales.



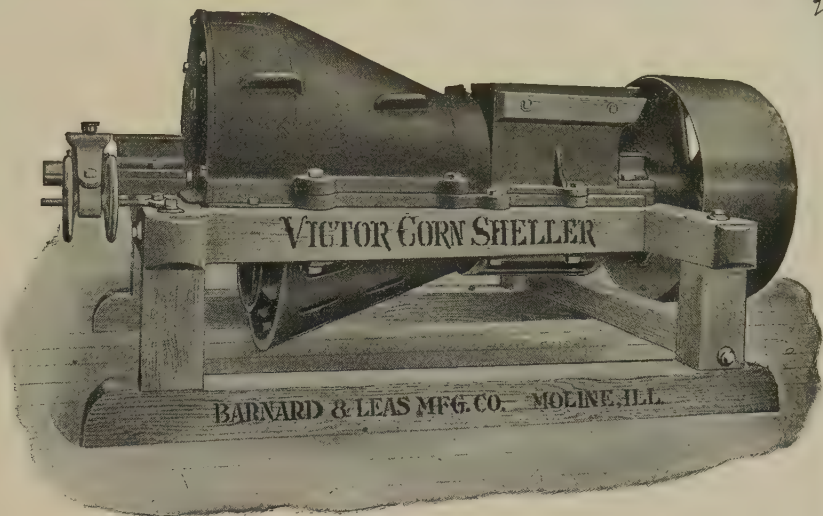
Sprockets.

American Supply & Machinery Company

1102-1104 Farnam Street, Omaha, Neb.



Two Wonder Workers



Victor Corn Sheller

This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy, and worthy of your investigation.

Barnard's Dustless Elevator Separator



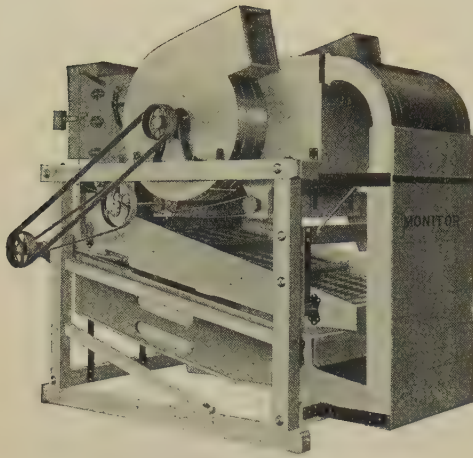
This is not a new machine. It is known the world over as a standard machine for elevator purposes where large capacity and good work are desired. It has always been a leader and we have used every effort to keep it so. During the past few years we have added a number of new improvements which greatly facilitate the handling of the machine. Our space here is limited, so we cannot go into details and tell you of all the good features of this machine. If you are in the market for a separator, we urge you to investigate this machine. Our catalog, descriptive of this machine, together with our other equipment for elevators is yours for the asking. Better send for it today—you may need it before the week is up.

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





"Combined"
Corn and Grain
CLEANER

Americas' Best

Monitor

A heavy cut in cleaning time and cost

Hundreds of pleased owners are enthusiastic over the lower cost in cleaning—the simpler method of handling **both** corn and small grains cleaning with this "Combined" machine. We, the originators of this type of cleaner, offer you a machine free from an experimental feature of any kind—a cleaner that will unfailingly perform with unequalled efficiency, dependability and economy. If you handle both corn and small grains, see our literature and list of users.

HUNTLEY MFG. CO., Silver Creek, N. Y.

Schumacher Feed

"The Best All 'Round Feed"

—For Cows—

Tell your customers to mix three parts SCHUMACHER FEED with one part dried distiller's grains, gluten feed, linseed meal or some other high protein feed or mixture. During grazing period use SCHUMACHER FEED to re-enforce pasturage. It is also a perfect balanced grain ration for dry cows and young stock.

Schumacher Feed

is highly palatable, easily digested and made from the products of wheat, corn, oats and barley blended to whet the appetite and prevent "off-feed" conditions. It is the feed of almost all the world's champions of recent years.

—For Horses—

SCHUMACHER FEED is a thoroughly kiln-dried balanced ration in itself for horses—always ready, appetizing, of the same quality, highly nutritious, easily digested and economical. Tell your customers to feed

Schumacher Feed

to their horses and watch the general effect. They will soon find them looking better, working better, feeling better and the cost of the feed will be less than feeding the whole grain.

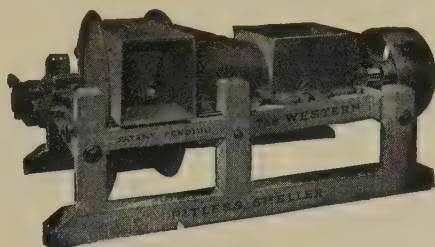
—For Hogs—

Recommend mixing SCHUMACHER FEED in a thick slop using one-part SCHUMACHER FEED to three parts water by measure, and feed it three times daily. For big, growthy hogs and to increase weight rapidly no other feed is needed—not even corn.

Schumacher Feed

is the ideal balanced ration for hogs—easily digested—does not overheat or cause indigestion. Feeding tests show that it will produce more weight than any other single grain your customers can feed.

The Quaker Oats Company
Address **Chicago, U.S.A.**



"Western" Pitless Sheller

Western Machinery
*is the backbone of every
successful elevator*

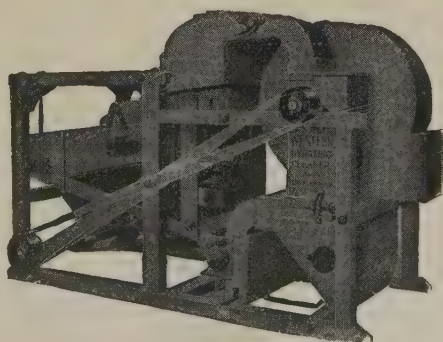
"Western" grain handling and cleaning devices are the result of over 40 years' experience and study of elevator machinery manufacture.

"Western" shellers and cleaners are the adopted solution of the cleaning and shelling problem. They are the best on the market.

"Western" conveying, elevating and power transmission machinery is the most satisfactory and nearest perfect elevator equipment manufactured.

It will pay you to learn more about this "safest of lines."

UNION IRON WORKS, Decatur, Ill.

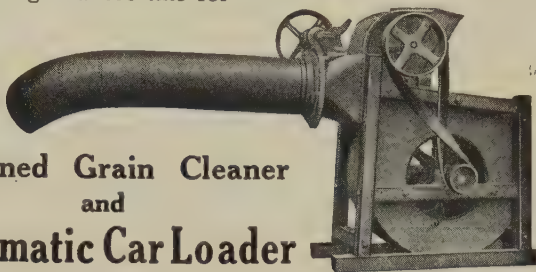


"Western" Gyrating Cleaner

CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
and
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

Flour or Feed Milling
with a
Wolf Double Roller Mill
is profitable

Because

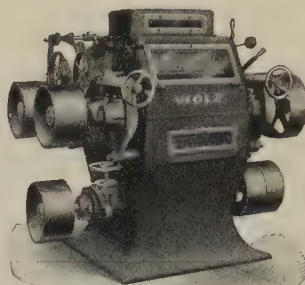
The cost of operating is reduced 50 per cent.

The production is increased 10 per cent.

The net earnings increase from 10 to 30 per cent.

Write for Bulletin and Millers' Hand Book

THE WOLF CO.
CHAMBERSBURG, PA.



Everything for the Modern Flour, Feed and Cereal Mill.

The W-W
Feed Grinder

No Burrs
No Plates
No Sharp Edge
Knives

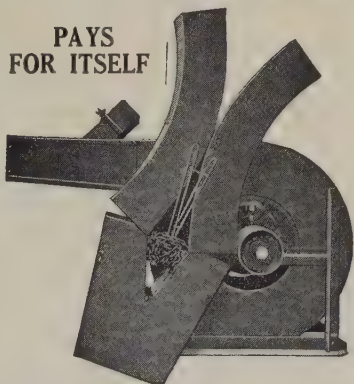


GRINDS Alfalfa, Corn Fodder, Ear Corn with or without shucks, Head Kaffir, Small Grain, Etc.

Not injured by small stones, bolts or nails. **Catalogue FREE.**

Wilson-Wetterhold Grinding Machine Co., Wichita, Kan.

PAYS FOR ITSELF



Loads every car to full capacity without scooping in dusty car. Improves grades. Cannot injure the tenderest grain. Simple and easy to install and operate. It will pay you to write for booklet, "Don't Swallow the Dust." Do it now.

MAROA MFG. CO.
Dept. G. **MAROA, ILL.**
Boss Car Loaders.

Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal
OF CHICAGO

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with **Torsion Balances.**



Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

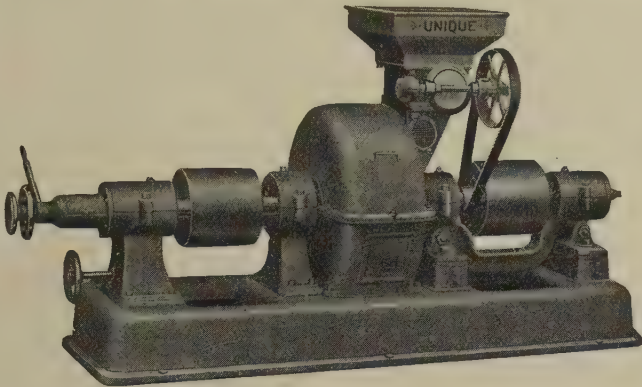
Office:
92 Reade Street
New York

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

MORE PROFITS

Everyone must make more profits to keep on buying Liberty Bonds. To do this **NEW SOURCES** of **PROFIT** must be found.



Mill of TODAY—Motor or Belt Drive

ENCOURAGE THE FARMERS to raise more stock, by equipping your elevator with a **REAL FEED GRINDER**—one that will **GRIND FINE**. They must have **FINE GRINDING** to raise stock economically. **BUY a UNIQUE BALL BEARING** Grinder that will grind Corn, Barley, Oats, etc., fine. Throw out those old plain bearing plate mills that **EAT UP POWER** and won't grind fine enough.

Buy a **UNIQUE NOW**. It's the **KEY** to **MORE PROFITS**. Write

ROBINSON MFG. CO.,
Minneapolis, Minn. Louisville, Ky. E. Akron, Ohio

Office and Works: P.O. Box 411, **MUNCY, PA.**

Chicago Office: 416 Western Union Bldg., Chicago
Tulsa, Oklahoma Boston, Mass. Salisbury, N. C.

BOWSHER FEED MILLS

GROW HEALTHY STOCK

● Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running**. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures

The N. P. BOWSHER CO.
South Bend, Ind.



Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal

—WHAT ARE YOU GOING TO DO ABOUT IT?—

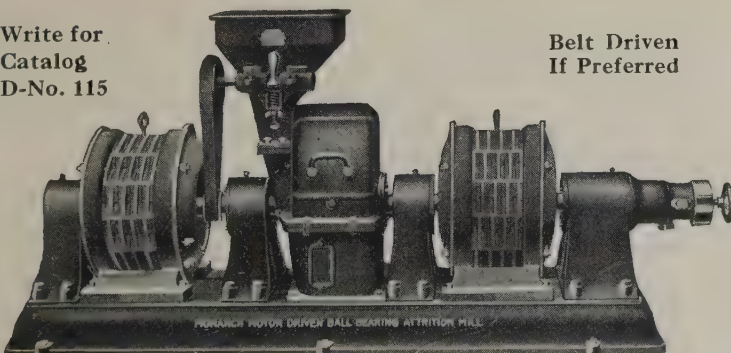
WE HAVE NOT SPARED TIME, TROUBLE OR EXPENSE TO PERFECT THE MOST ECONOMICAL AND SATISFACTORY FEED GRINDER ON THE MARKET. WE CAN'T GIVE YOU ALL THE DETAILS HERE, BUT

THE MONARCH BALL BEARING ATTRITION MILL

Offers You A Saving Of From 25 To 50% In Power And 95% In Lubrication Expense. It Is Non-Trammable, Inexpensive In Cost Of Upkeep And The Ground Product Is Always Uniform. Proof On Request.

Write for
Catalog
D-No. 115

Belt Driven
If Preferred



SPROUT, WALDRON & CO.

MILL BUILDERS & MILL FURNISHERS

"The Monarch Line"

Main Office and Works:

Chicago Office **MUNCY, PA.**
No. 9 S. Clinton St. P. O. Box No. 26

GRAIN ELEVATOR BUILDERS

FIRE PROOF GRAIN ELEVATORS

DEVERELL, SPENCER & CO.

Garrett Building
BALTIMORE, - MARYLAND

L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS

Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

R. C. STONE ENGINEERING CO.

320 MERCHANTS EXCHANGE
ST. LOUIS, MO.

DESIGNERS AND BUILDERS OF
CONCRETE AND WOOD ELEVATORS
CORRESPONDENCE SOLICITED

D. F. HOAG & CO. Designers and Constructors of GRAIN ELEVATORS

202-4 Corn Exchange, Minneapolis

EFFICIENT ERECTING CO.

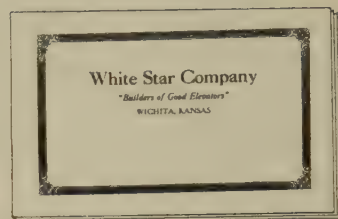
We make plans and build up-to-date
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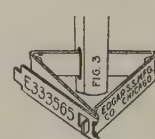
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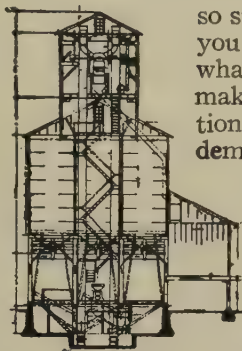
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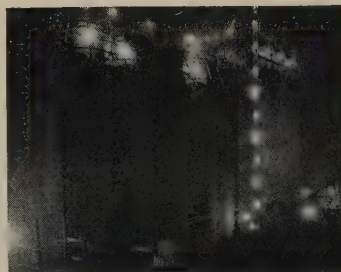
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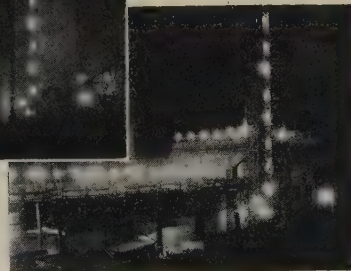
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September 26
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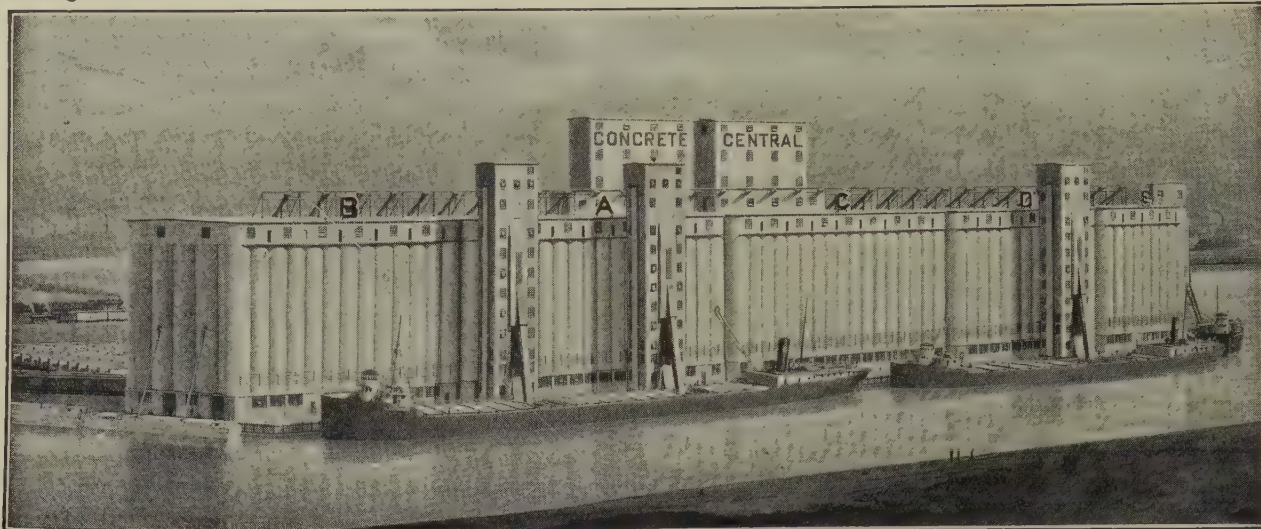
THESE photographs show night construction work
on a large reinforced concrete work house and
grain storage tanks which will form a part of a
complete plant now under construction by the
Canadian Leonard Construction Co., Limited, for
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The workhouse contains fifty-one bins in addition
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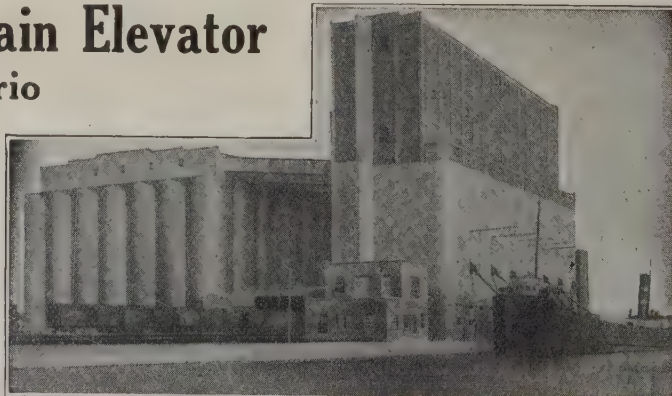
Canadian Government Railways Elevator, Transcona, Man.

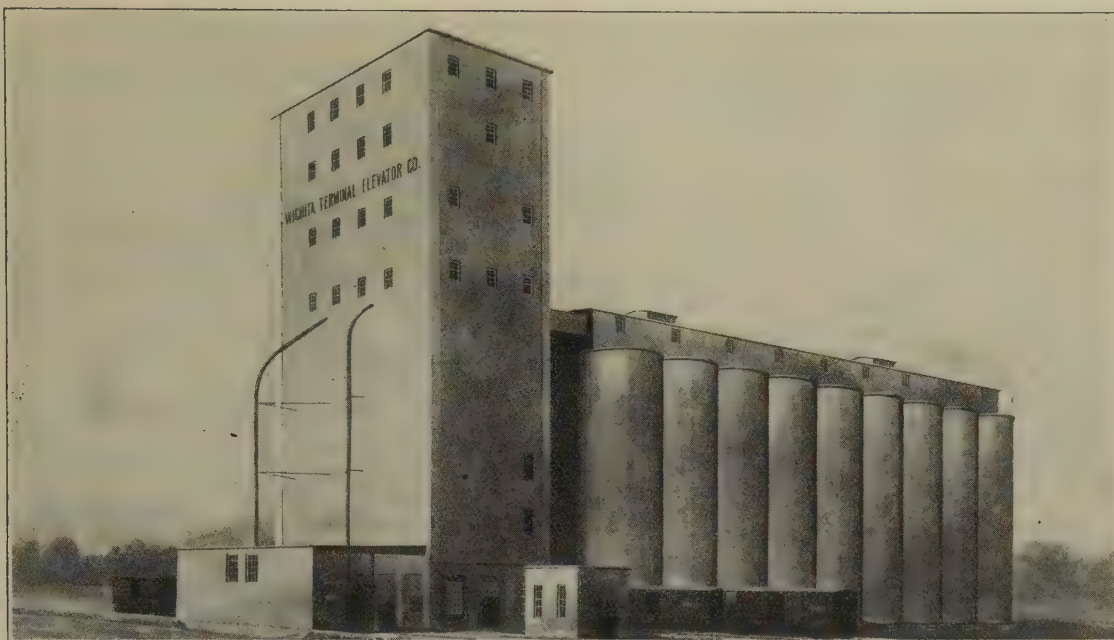
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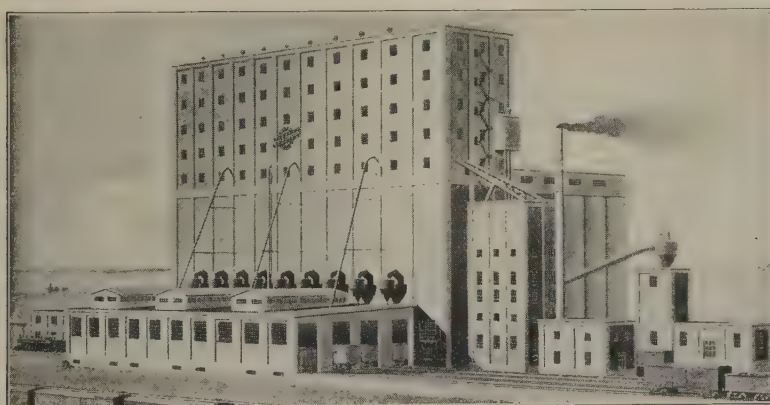
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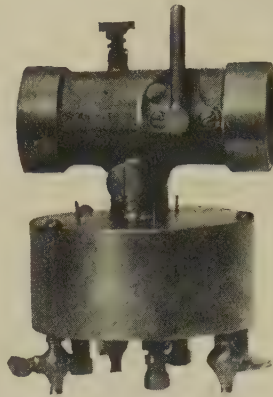


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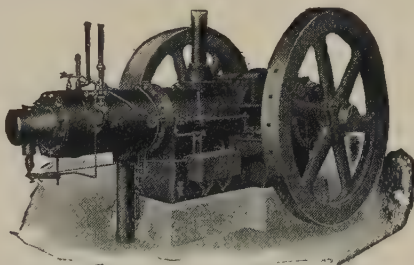
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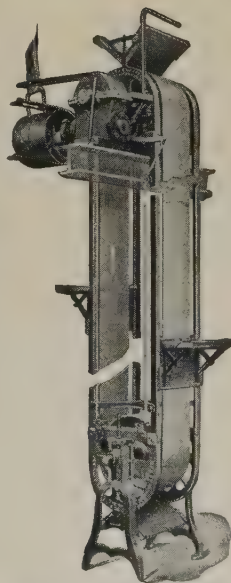
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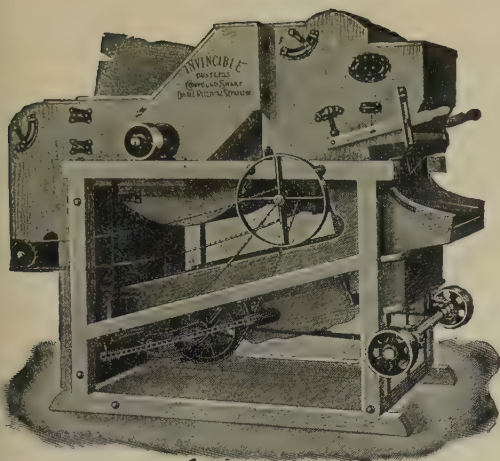
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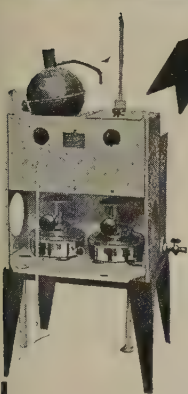
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I don't tallow that jerk and bump,
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And down she sinks with ease so sweet
That if it were a dream complete,
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JAMES M. MAGUIRE — elevator broker, 6454 Minerva Ave., Chicago.

Have for sale a fine selection of elevators in Illinois, worth the money. Can use a few more if priced right. Always glad to hear from prospective buyers.

ELEVATORS WANTED.

WANT to buy four or five elevators in Western Iowa in good corn and oats territory. Address Box 546, Geneva, Neb.

MILL WANTED.

WE can sell your mill, elevator or other property of any kind, anywhere. For quick sale, address Northwestern Business Agency, Minneapolis, Minn.

DYNAMOS—MOTORS.

ELECTRIC MOTORS—Will rent or sell. Scott Bros. Electric Co., 34 Macomb St., Detroit, Mich.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

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WANT TO BUY Grain and Seed Screenings of all qualities; send samples for bids. The Moses Rothschild Co., Chicago, Ill.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

CUNINGHAM COMMISSION COMPANY, LITTLE ROCK, ARK.

ALWAYS in the market for flour, bran, shorts, mill feeds, screenings and various offals suitable for mixing feeds. Also corn and oats.

LET US HEAR from you, if you have any of these to offer.

WET CORN DRIED.

EXCELLENT facilities for drying Moist Corn. Located on the New York Central Railroad; also Erie Canal. Apply, Geo. J. Meyer Malting Co., Buffalo, N. Y.

PARTNERS WANTED.

PARTNER WANTED—In established grain and bean business in Colorado. Must be man of ability and good standing. Address Cooper, Box 9, Grain Dealers Journal, Chicago, Ill.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

HELP WANTED.

WANTED—Manager for modern farmers elevator, handling grain, coal and hogs. Must have some pep and experience, and know how to handle Fairbanks oil engine. State your case fully, and salary expected, first letter. Cedar Rapids Elevator Co., Cedar Rapids, Nebr.

WANTED—One or two good, experienced millers for plant, manufacturing corn meal and also mixed feeds, both dry and sweet. State full experience and salary you would want to start with us. Lock Box 46, Little Rock, Ark.

WANTED—A competent, diligent young man for Farm Seed Department (Field Seeds, Insecticides, Sprayers and Agricultural Tools handled). Thorough knowledge of Farming and Field Seeds as well as Salesmanship, necessary qualifications. Give full particulars in first letter. The Livingston Seed Co., Columbus, O.

WANTED—Practical construction man on Grain Elevator, to work for contractor in Illinois. Must be reliable and show clear record. Must understand plans. Young or middle aged man preferred. Good wages or partnership. Give full particulars in first letter, and unless fully qualified, don't answer. Address New, Box 9, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WANTED—Position as Mngr. of Elevator. 20 years experience. Address Wool, Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED—As manager of country elevator. Varied and long experience. For particulars, address K., Box 11, Grain Dealers Journal, Chicago.

WANTED by JAN. 1st: Man with 20 yrs. experience in Grain business, who has also handled stock & other side lines, wants to make a change. Will consider either Farmers' or Private Co., or will travel. Address, Sub., Box 8, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WANTED — Position as manager of country elevator. 6 years experience as manager in one house for one firm. Age, 50 years. T. A. Tansey, Swan, Ia.

POSITION WANTED—In modern elevator by man with 13 yrs. experience in handling grain, seeds and feeds. Good refs. Married, 45 yrs. old, steady and sober. A. C. Mitchell, Shipman, Ill.

WANTED—Position by January 1st, 1918, as manager of country grain elevator or private wire office. Have had nine years experience as manager of country stations in grain, lumber and various side lines. Address P. O. Box 106, Colfax, Ill.

SITUATION Wanted change for personal reasons. Real live-wire as Mngr. of one or more elevators; 28 yrs. old; married. 10 yrs. experience; 4 yrs. successful managing largest grain shipping point in N. W. Ohio. Very best ref. from former and present employers. Address Personal, Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as General manager, line of elevators, or position as manager at station doing large business, where ability and practical knowledge is required in all branches. Employed, but desire change. Best of References. Address Rosemont, Box 10, Grain Dealers Journal, Chicago.

FARMERS ELEVATOR COS. and Co-operative Exchanges desiring a system of book-keeping installed, and an audit of their accounts, I will guarantee to install a satisfactory system and give instructions to your manager that will qualify him to continue to keep a perfect set of books. D. C. Harrington, Mgn., Regent Co-op. Equity Exchange, Regent, N. D.

WANTED—Position by married man, 35 years of age, strictly sober. 16 years experience in Grain Business, besides a business college course, taken during that time. First class office man; expert engineer and good mechanic. Want a place where industry and hard work bring results. 11 yrs. in present position. Best of references. Address Expert, Box 10, Grain Dealers Journal, Chicago.

ENGINES FOR SALE.

FOR SALE—Two 40 H. P. Oil and Gas Stationary Engines. Prices right. O. B. Hoven, Antelope, Mont.

FOR SALE—One 35 H. P. Columbus Gas Engine. Fine condition. Sidney Elevator Mfg. Co., Sidney, O.

FOR SALE One 10 H. P. Fuller and Johnson Gasoline Engine. First-class condition. Price, \$175.00. Foster Bros., Tomahawk, Wis.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal Chicago. Try it.

ENGINES for MILLS, ELEVATORS, FACTORIES and Farms; for AUTOS, TRUCKS, BOATS, ICE SLEDS and HYDROPLANES. Largest dealers in engines for every purpose from 1 to 100 HP. State your power needs and let us quote. Badger Motor Co., Milwaukee, Wis.

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FOR SALE Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

FOR SALE—50 H. P. Frost Engine, complete with all accessories. Also 20 H. P. Gardner engine, water heater, lot of steam pipes, valves and fittings. Lincoln Electric Works, Bushnell, Ill.

FOR SALE—250 H. P. Erie City vertical water tube boiler and 200 H. P. Buckeye engine; both in first class condition; they have been used only a few years and have never been overloaded; must be seen to be appreciated. Cutsinger & Thompson, Shelbyville, Ind.

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OIL ENGINES wanted—One 20 H. P., and one 15 H. P. Type "Y" Fairbanks Morse Oil Engine. Give best price, first letter. Hoven Grain Co., Antelope, Mont.

SCALES FOR SALE.

FOR SALE—200 bushel Fairbanks Hopper Scale, excellent condition, \$45.00. Richardson Scale Co., Wichita, Kas.

FOR SALE—1 Howe hopper scale, 30,000 lbs. capacity. In good condition. \$75.00 f. o. b. Risk, Ill. Harry Tjardes, Strawn, Ill.

FOR SALE—30,000 lb. Fairbanks Hopper Scale. In first class condition. Timbers sound and good. If interested, address Farmers Elevator Co., Bennet, Nebr.

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50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes; Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

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\$50,000 stock of new and used Pulleys, Shafting, Hangers and every description of Power Transmission Machinery.

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Name of Firm.....

Capacity of Elevator Post Office.....

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FOR SALE—One Grain Drying machine. One Corn Sheller. Wm. Rotsted, 559 Surf St., Chicago.

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A BARGAIN—3 H. Corn Grinder, has never been used. Also 12"x36" Single Pair Oat Flaking Roll. Mansfield Mfg. Co., Mansfield, Ohio.

FOR SALE—One Western Cleaner No. 5 and one Boss Car Loader. Both good as new. Will sell cheap. Address J. C. Beat-tie & Son, Elwood, Ill.

FOR SALE—Barnard & Leas Daisy Flour packer. One 16" Monarch Attrition Mill, automatic quick release. Also 1 Monitor Wheat or Corn Scourer, No. 4. All machines in first-class condition. Central Mills Co., Dixon, Ill.

FOR SALE—Sutton, Steele & Sutton No 112 Seed separating and grading machine. Practically new. A bargain for cash or might trade for Alfalfa or other Field Seeds. It will pay you to investigate this. Pittman & Harrison Co., Sherman, Tex.

FOR SALE—1-4 hole power, portable corn sheller and cleaner, cob stacker and wagon box, or box car elevator. 1-10 horse power portable gas engine, with clutch pulley and belt. Complete; brand new. Cheap. J. J. Lichter, Lewiston, Minn.

ONE Invincible Dustless Compound Shake Double Receiving Separator No. 7. Capacity, 2,000 bu. per hour.

One No. 9 Invincible Clipper, capacity, 1,200 bu. per hour.

Both machines in perfect condition, been used only a few months. Address Per. Box 10, Grain Dealers Journal, Chicago.

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Transmission Equipment.
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Fine rebuilt Ball Bearing attrition mills, all sizes. 100 gal. Molasses heating kettle. 22 hp. vertical steam boiler, complete with injector and 50 ft. smoke stack. 9x18 corn cracker with magnetic separator. Also oat crusher, 6x12 corn cracker. 500 bu. Fairbanks Hopper scale. Several Westinghouse D. C. motors.

Any amount of other mill and elevator machinery. Complete equipments scientifically arranged for modern flour and Cereal Mills, molasses stock and poultry feed plants. Plans and flow sheets. Write today.

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1—No. 174 "Barnard & Leas" double side shake milling separator with sieve cleaners, capacity 80 bu. per hr., brand new.....\$225.00

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1—No. 204 "Eureka" counterbalanced milling separator, capacity 450 bu. per hr., rebuilt..... 300.00

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1-40 bu. "Buffalo" Hopper Scale, rebuilt 50.00

1-100 bu. "Fairbanks" Hopper Scale, rebuilt 75.00

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Beltings, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators. We ship to responsible parties on 30 days' time. Write today for our complete bargain list.

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WANTED — First class second-hand large corn sheller for ear corn shuck off. Immediate shipment. Webster Co., San Antonio, Texas.

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WANTED—Grain Cleaning, corn cracking and corn meal machinery. Also mixer, 800 lbs. Cap. or over. Steel conveyor and 20 ft. elevator. Hopper grinder and metal suction fans. Sanitarium Food Corporation, Benton Harbor, Mich.

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Wood, Stubbs & Co., grass & garden seeds.

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Sunflower seed for sale.
Eberts Grain Co.,
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FOR SALE—Marquis and Durum Spring Wheat. Swedish Select Oats, Sudan Grass. Barkmeyer Grain & Seed Co.,

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Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds.

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carlots or less.

Sample envelopes on request. Send us samples of what you have to offer.

Write or wire when in market.

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WE WISH TO BUY Red, Alsike and
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Mail samples and prices.
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WANTED—Alfalfa, clover, sudan, pop-
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WANTED—Alfalfa, Prairie, Timothy
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We pay top prices for seeds. Your track or To-
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Clover and Timothy Seed
Consignments solicited. Send us your samples.
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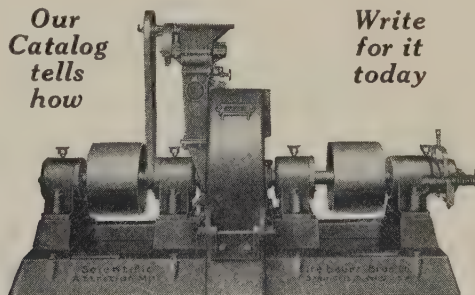
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Charles S. Clark, Manager.

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THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, DECEMBER 10, 1917

COUNTRY ELEVATORS in many sections of the northwest are filled with grain, awaiting cars, and yet Minneapolis yards are said to contain hundreds of empties. Why these cars have been permitted to stand idle on the sidetrack has not been explained.

BEWARE of the floating stranger. Elevator men are the guardians of the country's breadbasket and should not permit an affable scoundrel or a sneaking rat to destroy private property and the nation's bread supply. Do your bit to fend off men of this ilk.

THE GRADING of the same car of grain by different inspectors as it reaches the various markets, has varied so much as to cause members of the trade to wonder at the lack of uniformity, when the same rules are used everywhere and the same supervision is supposed to be in force in every market, so that the same wheat should receive the same grade, if the same amount of care is exercised in drawing the sample and conducting the different tests. Less is now left to human judgment in the grading of wheat and corn than ever before and greater uniformity should result.

THIS IS the day of conservation when we go back to first principles. Just how far back we must go has not been decided, but the stop order goes into effect when it becomes necessary to quote wheat in these terms: Wheat, per bu.—2 bu. oats, 13 lbs. potatoes, two onions, one speckled pup.

THE FOOD ADMINISTRATOR in charge of turkeys has been feeding the daily press with very broad claims regarding his regulation of prices of groceries and poultry, but the retailers seem not yet to have heard about it, as they continue to advance prices in keeping with their money needs.

THE EMBARGO on shipments of corn and oats to trunk line territory should serve to call the attention of every grain shipper to the necessity of loading cars to their full marked capacity, in order to conserve so far as possible the transportation facilities of the country. Shippers who have not sufficient grain of the kind and grade to make up a carload should put in a bulkhead, or cooperate with their competitors, who may also have less than a carload ready for shipment.

PASSING THE BUCK seems to be the most popular pastime in political circles, and the most recent example is the action of the Interstate Commerce Commission in referring back to the shippers and carriers the whole question of natural shrinkage. Carriers and shippers have expended so much time and labor in presenting their sides of the case that the failure of the Commission to make a definite ruling or to throw the shrinkage clause out of the tariffs is a distinct disappointment. Or is it an admission by the Commission, that, as contended by good lawyers, it has no jurisdiction to rule on natural shrinkage?

GRAIN DEALERS who have not kept a careful account of every business transaction and drawn off a monthly trial balance, will no doubt profit greatly by having an expert make an appraisal of their property, before attempting to determine their profits for the year 1917. The amount of their invested capital has been so greatly increased by the advancing prices for lumber, labor and grain elevator machinery as to materially effect the percentage of profit on year's business. Elevator owners would be clearly justified in taking what it would cost them to replace their plant today into consideration, when determining the amount of capital invested in the business. The mutual fire insurance companies specializing in grain elevators have long since recognized this increased value and granted an increased amount of insurance to many of their policy holders, whose well kept, up-to-date plants fully justified more insurance.

THE FEDERAL GRADES for corn and wheat do not seem to have proved satisfactory to all concerned, as is clearly reflected by the evidence presented at the recent hearing in Chicago, and published on page 833-835 this number. Fortunately for the grain trade, the Bureau of Markets seems determined to learn exactly what is wrong with the present rules and the Chief of the Department shows a disposition to improve in any way that practical grain dealers may prove best.

THAT 3% tax on freight charges has been extended and construed to apply to demurrage, track storage, unloading, weighing and all other incidental costs of transportation. The informal ruling was that all such phases of transportation cost should not be taxed. In a late Treasury Decision it was held that the language employed in the interstate commerce act should apply also in defining the term "transportation" as used in the federal revenue act, thus squarely reversing the original interpretation and application of the tax on transportation.

HOLLAND established commissions at Rotterdam and Amsterdam to distribute feedstuffs, making an allotment of 100 tons for distribution for each center weekly. After several months of dissatisfaction "the government finally attempted distribution through the various agencies for the grain trade which had formerly existed, the commissions being regulated by law," says a consul report. This idea that any sort of a commission manned by any sort of appointees can give service superior to that rendered by men who have spent their lives learning the ins and outs of a business gets hit in the head just as often and as fast as a hittable head is evolved for it.

COMPLYING with the resolution adopted by the Grain Dealers National Ass'n Sept. 26 that a com'tee of the Ass'n be appointed to confer with the Food Administration on policies to be adopted Pres. Eikenberry, after consultation with Julius Barnes Nov. 16, named a com'tee of 25, divided into five sub-com'tees, each headed by the following: J. O. Ballard, St. Louis, Mo., representing interior distribution interests at the larger markets; Frank I. King, Toledo, O., representing the same interests at smaller markets; L. W. Forbell, representing grain commission merchants; J. J. Stream, Chicago, representing terminal elevator interests, and Geo. A. Wells, Des Moines, Ia., representing the country elevator interests. The four other members of the com'tee on country elevators are Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis; C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n, Oklahoma City; H. B. Dorsey, sec'y Texas Grain Dealers Ass'n, Fort Worth; and E. J. Smiley, sec'y Kansas Grain Dealers Ass'n, Topeka.

WHEN YOU figure up your war taxes, do not overlook the fact that you are entitled to a good salary from the business, and should deduct this as one of the legitimate expenses of the business, before attempting to count the profits of the business.

SEED CORN will be scarce next spring unless all corn that is good enough for seed is saved and properly cared for. The large percentage of immature corn makes the need for careful selection all the more imperative, and in this work the grain dealers can render valuable service by bringing the matter to the attention of their farmer patrons before it is too late.

FREEZING WEATHER has quickly disposed of much of the shipper's trouble with soft corn, but few shippers can afford to take any wild chances, because an early thaw would be sure to force the trouble back on the trade. Those shippers who cannot keep the soft corn back on the farm until it is dried out, would profit by installing a modern drier and thus equipping themselves to handle damp corn without fear of loss.

THE PETITION sent to Gov. Capper, of Kansas, by a small number of citizens of Pittsburg smells very much like a Non-Partisan League mouse. He is asked to call a special session of the legislature in order that it may submit a proposition to amend the state constitution to make possible the state ownership of elevators, coal mines and oil wells. The League was able to bring about the amendment of North Dakota's constitution to provide for state owned elevators, but the legislature was sensible enough to refuse to pass a bill making the ownership effective. Those who are in authority in Kansas may be counted on to see this matter in its true light, but that will not excuse the petitioners for their carelessness in permitting themselves to be swayed by the specious arguments of self-seeking demagogues.

THE MOVEMENT of corn and oats from the western states has been greatly interfered with by the scarcity of cars, due to a congestion of all eastern railroads, which are thereby forced to use cars for warehouse purposes, in defiance of their own wishes. All of the Atlantic ports are in need of additional grain storage and rapid handling facilities, and altho this need is generally recognized by those interested in facilitating the forwarding of freight, no move has been made to provide the needed facilities. The movement of export grain to Atlantic seaports is so much greater than can be accommodated by the facilities at hand, that congestion and delay must follow. The railroads seem to have ample funds to build palatial hotels and probably think that freight terminals can wait. A general protest from grain dealers might help to relieve the situation.

Tax on Drafts.

If you attach draft to B/L with printed instructions on the face of the draft to hold for arrival of car, you should arrange at the same time to pay a war tax at the rate of 2c for each \$100, or fraction thereof called for by the draft.

If the instructions to hold draft pending arrival of car are attached to the bill of lading, you will not be expected to pay a war revenue tax.

The provision in the war revenue act, Schedule A, paragraph 6, is rather indefinite, stipulating that "drafts or checks payable otherwise than at sight or on demand, etc." shall be taxed. Collectors of internal revenue in different parts of the country placed different interpretations on the paragraph, some holding that all Arrival Drafts were taxable, others that "On Demand upon Arrival," or "At Sight upon Arrival," were not taxable. The solicitor of the Internal Revenue Bureau has ruled that drafts bearing either of the quoted wordings are subject to tax.

Daniel C. Roper, Commissioner of Internal Revenue, has placed the following interpretation on the subject: "Drafts drawn payable at sight with the printed instructions on the face to hold until arrival of car, subject to tax; if these instructions are attached to bill of lading and not on draft it would not be taxable."

Acting on this hint flour millers are said to be instructing their banks that payment for the goods covered by the bill of lading is not due until arrival of car, and quoting Commissioner Roper's telegram, given above.

War Time Profits.

Grain dealers are invited to give earnest consideration to the case of *Per Bus. v. Per Cent of Margin*. Custom in the grain trade is to figure earnings on the number of bushels handled, rather than on the value of the grain.

Dealers should not lose sight of the fact that when wheat is worth \$2.20 a bushel it actually costs more to handle sixty pounds of it than when wheat is selling at 90c a bushel. Grain dealers now are buying the products of labor fed on bread made of \$2.20 wheat and are using such products to handle wheat and rye on the same or a smaller margin than they secured when wheat was worth 90c a bushel.

Under existing regulation the functions of the elevator man are closely related to those of a carrier. He is a necessary instrument in the concentration and distribution of grains rather than an independent factor engaged in the business of buying and selling grains on his own account. Notwithstanding the restrictions imposed and the fact that he is paying more for his coal, his oil, his gas, his belting, his labor and for everything that enters into his work, he is trying to do business on the old per bus. rate, or

less, and wondering why his balance sheets do not show a livable profit.

Where a dealer handles merchandise on a percentage of cost basis his profit per unit on the goods handled increases as the price advances. While a fair portion of his profits may be absorbed by the greater value of stocks on hand he is able to show a gain at the close of a business period altho that gain may be in merchandise on hand, not cash in the bank.

Grain dealers are furnishing a service for what they have customarily charged for such service, or for a great deal less, and the change in their assets is disclosed by the entries showing wear and tear on plant and facilities and loss in operation.

Wheat producers are receiving more than double the prices they received in 1914. The industries which take wheat from the country elevators are getting at least a fair compensation for their work, while the dealer is limping along in a half-hearted way without much profit and is trying to keep up his end. He is a necessary link in the chain of distribution and if recognition is not bestowed he should have spunk enough to demand it.

From expressions received at this office it is evident these facts have pervaded the consciousness of the grain dealer and protests based thereon now are coming from him. Protests by the individual necessarily must be weak and unproductive. The thunder tones of a united industry are required to secure that to which the industry is justly entitled.

Guard Against Firebugs.

Firebugs are abroad in the land, being especially active in the Dakotas. Eight farmers elevators in the grain section of which Aberdeen, S. D., is the center have been destroyed by fire within the last few weeks.

Members of the I. W. W. have been apprehended and confessions disclose a college in which advanced incendiarism is taught, with apt students giving exhibitions by the application of their knowledge.

Elevators at Griffen and Mott, N. D., Fife, Haven Timberlake, Lemmon, Redfield and Hecla, S. D., have been destroyed in the last few weeks. So persistent have been the efforts to burn grain that the whole country is aroused and the villages and country are being actively patrolled. The federal government is taking a hand and already has sent some of the apprehended firebugs to Fort Leavenworth, Kans., for safe keeping.

It is probable that activity of the firebugs in that section will die down, and equally probable that it will flare out in some other locality.

Members of the I. W. W. are said to be influenced and financed by German agents or German sympathizers. They appear to be utterly conscienceless in their work and are spurred on by love of destruction

and hope of reward for such damage as they can inflict on the country that has provided a haven for them and their kind. They are ready to serve as catspaws for any one who cares to employ them.

"Dope" which causes the fire, a chemical combination, is planted wet. Fire starts when the chemicals dry out, hours to days being required, and by the time the fire starts the miscreant may be scores or hundreds of miles away.

Eternal vigilance is the current price of safety for your elevator. Pay the price. Neither the nation nor the grain dealer can afford a fire now. Extra precautions should be taken, extra safeguards provided. Keep the stranger at arm's length. Watch the "bo's" and drifters and see that they are shunted along quickly. Keep them away from the elevator. Do all of these things and such others as experience or circumstances suggest, will help to reduce elevator fires.

Elevator Fire Losses.

Who loses when your elevator burns? The insurance companies pay their losses, the damaged grain is salvaged as well as may be and, if conditions are favorable, the elevator is rebuilt and again filled with grain.

A grain elevator is a public utility held in trust by the owner; and elevator men are of that class which is faithful to the trust reposed in it. They are the custodians of the food and feed supply of the world. The responsibility thrust upon them is greater than that imposed on the men of any one industry of any country.

They are not 100% efficient for elevator fires continue to be reported. With adequate study, attention and perhaps a slight investment elevator fire losses could be greatly reduced.

Reports on 253 elevator fires in 1916, compiled by the Mutual Fire Prevention Bureau, of Oxford, Mich., show total losses to have been \$1,452,547.80. These reports include minor as well as major losses. The loss averages show the cost, to the insurance companies, was \$5,471.30 per fire. It is impossible to determine what the owners lost.

Every elevator fire means a loss of food. The supply immediately available is too small for present needs and any encroachment upon this supply intensifies all the bad features of the situation.

Rodding an elevator virtually eliminates the lightning hazard.

Covering it with iron foils the efficient locomotive spark.

Reference to the report of causes of elevator fires during 1916 show that lightning was responsible for nearly four times as many as were traced to any other incinerating agent.

More than one-third of the losses were due to unknown causes. If the elevator operator will keep his plant clean, bearings well oiled and guarded, will bar the un-

identified stranger; if he will do these things in addition to protecting the structure from lightning and locomotive spark hazards, he will find fires will not originate either from known or unknown causes.

Grumble to Some Purpose.

Grain dealers declare it is impossible to handle wheat or rye under the regulations imposed and make a profit. Consequently, a vast deal of energy is being wasted in ineffectual grumbling. When things do not please the American citizen is aware that "All Grumbling Rights Are Reserved." Grumbling is not advocated by efficiency experts, because it does not get the producer anywhere, unless he gives force and direction to his opinions.

Take this matter of profits made by grain dealers on wheat and rye passing through the elevator: Few records disclose a statement of satisfaction on the part of any dealer with existing margins. Neither do the records of the trade show that an intelligent protest has been made to the powers that be. The foresighted millers asked for what they wanted.

Certainly it is not to the interest of the grain trade to continue to handle wheat and rye at a loss. If the question is put up to the administration in the right way it will be found beyond question that the government has not and will not single out the members of any industry and demand, or permit, them to devote their time, their knowledge and their funds to the service of the nation without just compensation.

It is up to the members of the grain trade to quit grumbling or to grumble to some purpose.

"Supply and Demand Best for Butter Prices."

In a recent number of *The Official Bulletin* announcing the closing of the Elgin Butter Board it is said that:

Of recent years there have been but few persons interested in the operation of the Elgin board, and these have been much more interested in prices than in production. It has been the practice of these few to meet every Saturday at noon for the purpose of transacting a few sales which would establish a quotation for the following week, not based on any actual commercial conditions governing butter or butter fats.

The United States Food Administration thinks it advisable that butter prices be more dependent upon actual market conditions and demands, and it is for this reason that the request to close was made.

Many years ago the Elgin Board was the scene of actual sales of butter, but in recent years prices have been established just like the Fair Price Commission fixed the price of wheat. In the estimation of the Food Administrator price fixing by a committee is just the thing for wheat, but all wrong for butter. It must be that all the well established customs and practices of the successful business men of the United States are wrong and wasteful in the eyes of the F. A. No commodity of general use has ever been marketed more economically or efficiently than wheat. The narrow margin generally in

vogue would cause most merchants to desert the grain trade, yet the F. A. has attempted to substitute a Commission of men inexperienced in wheat market economies for the fair and equitable influences of the greatest of all market factors—Supply and Demand.

Government Ownership of Railroads.

The persistence of some politicians in perpetually agitating for government ownership of telephones, telegraphs and railroads proves conclusively that they have no conception of the needs of business, or the inefficiency of government to serve in any business capacity. No business ever attained any marked success, which was not favored with the directing influence of a master mind, long enough to establish a practical policy and to surround himself with men strong enough to carry out that policy.

The three great public utilities named need the continual service of experts trained in their line of work, otherwise they would be marked for their inefficiency and incompetence. Government ownership and operation of everything sounds good to the ne'er-do-wells, who thru years of failure have cultivated the lazy habit of "letting George do it" and it is but second nature for them to recommend that the government take over every problem which seems to present real difficulties.

Few politicians have ever attained business success, yet were the government to take over the public utilities named, the hungry hordes of politicians would claim perfect ability to help manage these utilities, to which they are total strangers. The country needs the highest degree of efficiency obtainable in the lines of communication and transportation and it looks to the experts who have long experience in their special work, to attain a higher degree of efficiency than would be possible under government ownership.

Political economics have long insisted that government should confine its activities to governing, to regulating, to ruling. Wherever government has attempted to serve in any capacity, the service has fallen far short of that rendered by private enterprise, and the expense of the service is generally in excess of what private enterprise demands.

SOME MISGUIDED politicians, who have been striving to support the various attempts at price control, have sent out questionnaires with a view to inducing business organizations to express themselves in favor of price control. If any grain organization ever expressed itself in favor of such price control, surely it did so in violence to the opinions and wishes of its membership, as no grain dealer has yet come to the support of government control of grain prices with any reasonable arguments. The majority of business men would much prefer to have the politicians keep hands off and depend upon supply and demand for the equitable regulation of prices of all commodities.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Food Laws Governing Elevators?

Grain Dealers Journal: Have the laws governing grain elevators as controlled by the Food Administration been published and how can they be obtained?—Emil Schram, mgr. Community Elevator, Hill-view, Ill.

Ans.: The laws and regulations have been published from time to time as promulgated in the Grain Dealers Journal beginning with the Food Control Law in Aug. 10 number.

Feed Ass'n Sec'y?

Grain Dealers Journal: We would like to know the names and address of the secretary of prominent feed dealers ass'n of the United States. We believe there is a national feed dealers ass'n.—Strong Trading Co., Wichita, Kan.

Ans.: The sec'y of the American Feed Mfrs. Ass'n is L. F. Brown, Milwaukee, Wis. L. C. Kavanaugh, Memphis, Tenn., is sec'y of the Sweet Feed Manufacturers Ass'n; F. C. Jones, Bullville, N. Y., is sec'y of the Eastern Federation of Feed Merchants, and A. B. Archer, Conewango, N. Y., is sec'y of the Mutual Millers & Feed Dealers Ass'n.

Elevator License Required?

Grain Dealers Journal: Our station handles only about \$30,000 worth of grain annually. Are we required to take out a license. One firm informs us we are not, as only houses that handle upwards of \$100,000 worth are required to take out a license. What is the address of our zone agent?—Theo. Burt & Sons, Melrose, O.

Ans.: The \$100,000 exemption applies to retailers only. All elevators must have a license, as specified in the Journal Oct. 25, page 639. Ohio is in the zone having Philadelphia, Pa., as headquarters, in charge of H. D. Irwin, 304 Bourse Bldg.

Obligation to Ship?

Grain Dealers Journal: On Nov. 5 we sold by phone two cars of oats. One to be shipped in ten days and the other in fifteen. We both knew at the time that it would be difficult to secure cars to ship the oats and it proved much worse than we expected. It is impossible to secure cars, only through the government and ship as they direct us to. We don't feel under obligation to hold the contract further. Are we right?—F. H. Farris & Son, Lockwood, Mo.

Ans.: If shipper neglects to insert a proviso at time of making the contract allowing him to cancel contract if cars are difficult to obtain he must fill the contract by making shipment or paying the damages.

Right to Deduct Natural Shrinkage?

Grain Dealers Journal: Kindly let us know if the railroad company is entitled to deduction of $\frac{1}{2}$ of 1 per cent for shrinkage, on claims for shortage?—Standard-Tilton Milling Co., Alton, Ill.

Ans.: No, they are not entitled to it; but they are taking it by virtue of tariffs filed with the Interstate Commerce Commission, and under the laws of two states, Kansas and Missouri. In other states it

is not authorized, and in Illinois it is forbidden by law. The matter is now in the courts for decision, as reported in the Journal Jan. 10, pages 50 and 51, and Sept. 25, pages 476 and 477. Elsewhere in this number is given the outcome of hearings before the Interstate Commerce Commission, which suggests that shippers and carriers come to some agreement among themselves.

Opening for Country Elevator Manager?

Grain Dealers Journal: I was instructed by a doctor while endeavoring to take out some life insurance that I would have to get out of the dust, or the dust would get me. As it was the insurance company raised my age 10 years.

What line of work could I take up as a step up from manager of a farmers elevator company? I have acquired experience in the Minneapolis Chamber of Commerce, three years in a terminal elevator and have bot grain in North Dakota for two years and for two years have run a farmers elevator successfully.—A. C. Dunstan.

Ans.: Many elevator managers have formed connections with grain commission merchants as traveling representatives. Branch offices also present an opening and all round experience is valuable in a brokerage office.

Industrial Traffic League?

Grain Dealers Journal: There appears an item of interest in the issue of Nov. 25, page 827, reporting a few items from a meeting of the National Industrial Traffic League in New York Nov. 15.

We would like to know if this League is an organization of shippers or railroad and traffic men, and most especially—the item in this report where one Mr. Chandler refers to having settled a claim with the New Haven R. R. for the value of goods at the time of loss instead of on a basis of the value of said goods when they were shipped.

This is an important matter that has been in the writer's mind for many years, handling claims, and where Mr. Chandler refers to a law under Section 20 of the Act to Regulate Commerce, would like to know if this is a Federal Government Act or not.—Eastern Grain Co., Portland, Me.

Ans.: The League is an organization of big shippers and commercial organizations, not railroads. The Act referred to is the federal act on Interstate Commerce. Mr. W. H. Chandler, mgr. Transportation Department Boston Chamber of Commerce, Boston, Mass., originated this method of settling claim.

Procedure in Placing Claims?

Grain Dealers Journal: What is the correct procedure in placing a claim with a railroad, also in following it up so as to get results.

Information on the above will be appreciated by Dighton Grain Co., Dighton, Mich.

Ans.: A claim against a common carrier for loss of or damage to goods in transit, or for overcharges in freight, is in the nature of an account against the carrier, and, in general, the same procedure followed in collecting any account should be followed in the collection of a claim.

The claim may be filed with the agent of the carrier at the point of origin or the point of destination, or with the general claim agent of the line. Also, when more than one carrier is involved, it may be filed either with the originating carrier or with the delivering carrier. The provision of the uniform B/L with respect to the filing of claims should be kept in mind in order that the time limit may not be permitted to elapse.

Certain documents are necessary to properly support a claim. In the case of grain shipments there must be a certificate of the loading weight, and another certificate of unloading weight. The difference between these two weights will establish the

quantity upon which the claim is based, and to show the value of the grain it will be necessary to file with the papers a copy of the account of sale. These papers, together with the original B/L or a copy of the same and the paid freight bill, are the only documents that are essential. It is true, however, that statements as to the physical condition of the equipment, a record of the seals, and other documentary evidence which may have a bearing upon the shipment in question will frequently be of great assistance in the collection of a claim. It must be remembered that the claim agent will not authorize payment until the liability of the carrier is established, and anything which will help to establish that liability is valuable.

When the various documents are at hand a tabulated statement of the claim should be made out, and this statement, together with the papers, should be filed with the agent of the carrier. Unless prompt attention is given to the matter a letter should be addressed to the carrier's agent asking for information as to the status of the claim and this should be persisted in until some action is obtained.

Each claim must be considered upon its individual merits, but the above outline covers the important features which enter into the filing of a claim and these features are common to all claims.

Operating Country Elevators Under New Plan.

The Updike Grain Co., of Omaha, which operates a line of country elevators in Nebraska and Iowa, has recently adopted a new plan for the handling of the grain business at some of its stations.

Wheat, corn, oats, rye and barley are received from individual farmers in any quantity that the farmer desires to deliver, and the grain is held in the elevator until it is possible to make a carlot shipment. It is then forwarded to a terminal market and sold at the best price obtainable, and settlement is made with the farmer or farmers on the basis of the terminal price less freight, commission, and a country elevator handling charge. The handling charge is based upon a rate of 2c per bu. for handling and the first 15 days storage that have elapsed after the grain was received, and $\frac{1}{4}$ c per bu. for each 15 days or fraction thereof in excess of the initial 15-day period.

When the farmer desires an advance upon the grain it is made at the rate of \$1.50 per bu. on wheat, \$1 per bu. on rye, 40c per bu. on oats and 85c per bu. on barley. An interest charge of 6% per annum is figured on all advances, and no advances are made until the grain is actually delivered to the elevator.

In handling the business in this manner the margin of profit is necessarily made very narrow, but it is claimed that it gives the farmer the full benefit of the best market price obtainable less the actual handling charges; and as an outgrowth of the present conditions which exist in the grain trade it will be watched with interest by a great number of interested dealers.

PREMIUMS, in addition to the prices established, have been authorized by the Italian government to be paid to producers of grain for their 1918 product. Premiums are 9 lire for a quintal (220.46 lbs.) of hard wheat; $7\frac{1}{2}$ lire for soft and semi-hard wheat; $5\frac{1}{2}$ lire for maize; $5\frac{1}{2}$ lire for oats, and 6 lire for barley and rye. The premiums apply to the productions of grains in the provinces of Sicily, Sardinia, Calabria, Basilicata, Puglia, Campania, Molise and Abruzzi. In case of contracts for sharing the crop, the amount of premium due each of the sharers will be in proportion to the amount of produce due each of them according to contract, requisitioned by or ceded to the state.

Grain Priority.

Under the original priority order of the Food Administration wheat and rye were given precedence over almost all other freight. Because of the congestion of freight, the condition of the corn crop and the necessity of supplying the markets with feeds the original order virtually has been abolished. All grain now is given preference over other freights.

That is the substance of the "order" which was not an order but a request or suggestion addressed to the railroads by the Food Administration asking that the movement of all grains be expedited in every way possible.

This action by the authorities served to sanction or legalize the stupendous efforts the western roads have been making to handle soft corn and all other grain tendered with minimum delay. The co-operation of the railroads also is shown by their endeavor to carry out the recommendation that 10,000 cars be released from eastern congested terminals and delivered to the western lines for the movement of grain and other products. Some of these cars already have been delivered and all are to be turned over before the first of February.

Outcome of Hearings on Natural Shrinkage.

As the result of the voluminous evidence presented by shippers and carriers on natural shrinkage and loss and damage claims at hearings in different cities, the Interstate Commerce Commission has issued a tentative report recommending that carriers and shippers be given an opportunity to confer and agree upon what rules and practices should be followed and that the rules thus agreed upon, if they appear reasonable and non-discriminatory to the Commission, be tentatively endorsed by the Commission, and that the case be held open for such further action as may appear desirable.

Shippers and carriers will be given an opportunity to be heard on this proposal and if satisfactory to them will be adopted, in which event the adjustment of this matter will be left largely to be threshed out by the traffic officers and the shippers who can build up a set of new rules based on experience.

NOTHING better to read than the Grain Dealers' Journal.—East Side Elvtr., Lockwood, Mo.

Coming Conventions.

Jan. 3 to 5—Washington Grain Growers, Shippers & Millers Ass'n at Pullman, Wash.

Jan. 29-31—South Dakota Farmers Grain Dealers Ass'n, Watertown, S. D.

Jan. 22-24—Farmers Grain Dealers
Ass'n of Iowa, Fort Dodge, Ia.

Feb. 19-21—Farmers Grain Dealers
Ass'n of Minnesota, Minneapolis.

June 18, 20.—American Seed Trade Ass'n at Chicago.

Sept. 23, 24, 25—Grain Dealers National Ass'n at Milwaukee, Wis.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Penn. 82482 was set out Nov. 28 at Welch, Okla., leaking wheat at side and door. The wheat was transferred into S. P. 85245.—H. B. Campbell.

G. N. 120154, loaded with wheat, was set out at Paynesville, Minn., Nov. 26, with a floor leak at the brake end of the car. It seemed to have been leaking in the train, as the main line track shows wheat for some distance.—N. M. Lang, agt. Lang Elvtr. Co.

C. M. & St. P. 61206, loaded with oats. passed, eastbound, thru Rodney, Ia., Nov. 23. One of the center sills of the car was broken and rubbing car wheel. Spoke to train men about it; one of the crew said, "Oh, it will ride 'till it goes in the ditch." He said they picked it up at Luton, Ia.—A. B. Doolittle, agt. Armour Grain Co.

N. P. 4229 was leaking grain over the draw bar at South Heart, N. D., Nov. 9.—O

D. & S. L. 52124, eastbound, was set out at Burlington, Colo. Nov. 18, leaking wheat badly at draw bar, near one corner, and at end of door.—The Burlington Equity Exchange Co., John Meyers, mgr.

Penn. 21260 passed thru Myrtle, Ill., Nov. 9 leaking a small steady stream of oats at side door near door post. Agt. had message for conductor, but he did not stop as he said he had repaired car at South Dutton Lbr. Co.

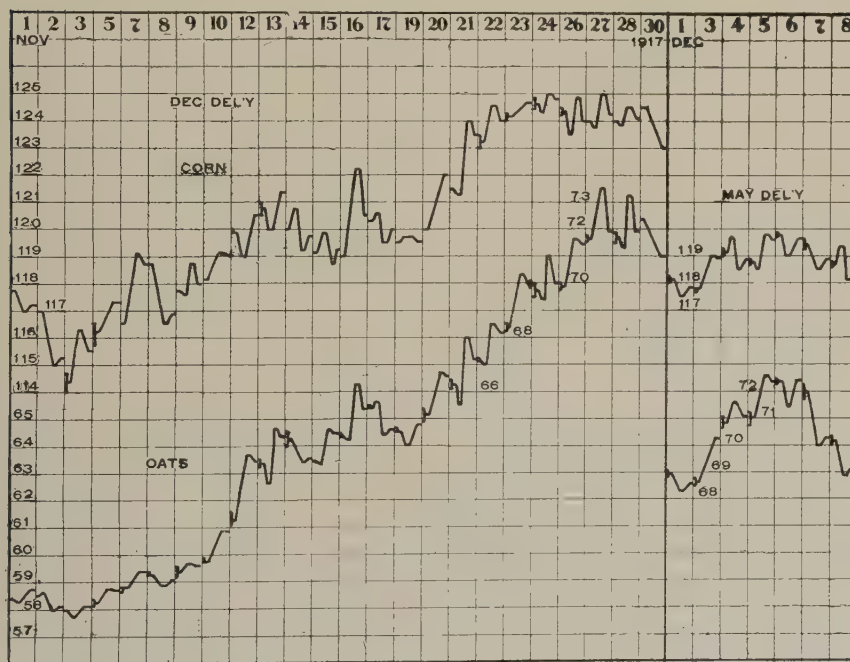
N. Y. C. 100337 passed, eastbound, thru Hampton, Ia., Nov. 8 leaking oats badly at side of car.—J. A. Carden, C. G. W. Elvtr.

M. & P. 35753 passed thru Miller, Ia., Nov. 7 with door open, and leaking oats at the door.—A. H. Nonnweiler, agt. Hubbard Grain Co.

Penn 53240 passed thru Northrop, Minn., recently leaking oats at two places on side of car.—A. C. Becker.

HALIFAX, N. S.—The grain elev. at this point was not destroyed by the explosion of munitions on a ship in the harbor Dec. 6. The plant was damaged, but it is impossible at this time to state the exact extent of the damage.

Opening, High, Low and Close at Chicago Since Nov. 1.



Daily Closing Prices.

The daily closing prices of oats and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER OATS.

| | Nov. | Nov. | Nov. | Nov. | Dec. | Dec. | Dec. | Dec. | Dec. | Dec. |
|-------------|------|------|------|------|------|------|------|------|------|------|
| | 26. | 27. | 28. | 30. | 1. | 3. | 4. | 5. | 6. | 7. |
| Chicago | 71½ | 71½ | 71¾ | 71 | 70¼ | 72¾ | 73¼ | 74¾ | 75¾ | 72¾ |
| Minneapolis | 69½ | 70 | 70 | 69¼ | 68¾ | 68½ | 71½ | 73¾ | 73¾ | 71¼ |
| St. Louis | 72½ | 72¾ | 72¾ | 71 | 70¾ | 72¾ | 73½ | 74¾ | 75¾ | 72½ |
| Omaha | 70 | 71¾ | 72¾ | 72¾ | 72¾ | 72¾ | 72¾ | 74 | 74 | 72 |
| Milwaukee | 71¾ | 72 | 72 | 71 | 70¼ | 72¾ | 73¾ | 75 | 75 | 72½ |
| Winnipeg | 79½ | 78¾ | 79½ | 76¾ | 76¾ | 79¾ | 80½ | 81½ | 81 | 79¾ |

DECEMBER CORN.

[illegible]

Our Callers

D. L. Mowbray, Creston, Ill.
Clay Johnson, chief supervisor weights
and measures Peoria Board of Trade,
Peoria, Ill.

The End of a Hoover Day.

I have come to the end of a wheatless day,
I have eaten no cookies or pie,
I have had no bread that was made with
wheat;

It was made out of corn or rye;
And I liked it so well, that when war is
past

And a glorious victory won,
I'll keep on observing "wheatless" days
And I'll eat "corn pone" for fun!

—Oconto (Wis.) Enterprise.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

The Seed Corn Shortage.

Grain Dealers Journal: The increasing seriousness of the seed corn shortage from the 1917 crop is indicated by reports coming in from all districts in Minnesota, as well as throughout the entire corn growing regions of Iowa, Nebraska, Illinois, Indiana, Michigan, Wisconsin and the Dakotas. An appeal should be made to every farmer to make an unusual effort to sort over his corn, and not let one ear of it be used for feed that will make good seed corn.

Not only have weather conditions ruined the seed value of most of the corn in Minnesota and thruout the Northwest, but the situation is equally serious in such states as Iowa, Nebraska, northern Illinois, Indiana, Michigan, Wisconsin and the Dakotas.

A great deal of injury has been done in the crib, and ears that are apparently sound, when broken open display mould around the germ of the kernel. Such corn is unfit for seed. Ears have been found on one side of which the kernels tested in a satisfactory way; while on the other side of the same ear, the vitality was entirely lost and the kernels would not sprout.

Unfortunately, there is very little old corn to be obtained in Minnesota; and consequently, every Minnesota farmer should test whatever corn he has, and select all that he can possibly use for seed. He must select the good looking ears of corn, and immediately examine them by breaking the cobs in two to see that no mould has attacked the germ. The sound ears should be carefully dried out, even if it is necessary to put them in the parlor, so priceless will they be found when seedling time arrives. Every ear should be tested for germination, and all available ears of seed corn stored in a dry place so that the kernels may be seasoned, and saved for next year's planting.

In the states south of Minnesota, there is some old corn which can be saved for planting. In order to conserve this old corn, some agency should be appointed at all the leading terminal markets, such as Minneapolis, Omaha, Kansas City, Sioux City, Peoria, Chicago and Milwaukee, to examine all old corn that is offered, which originates in Nebraska, Iowa, Northern Illinois or Northern Indiana. It should be seen that this corn is tested for germination before allowing it to be sold for feeding purposes, as there is no question but what such corn must form

the basis, largely, of the seed stock for next year's corn crop. Some agency at these terminal markets with authority to save all corn suitable for seed can be of immense benefit to the farmers next year. These agencies should have the authority to buy and store this seed, and arrange for its proper distribution.—Northrup, King & Co., Minneapolis, Minn.

Liability for Overloading Cars.

Grain Dealers Journal: I have followed with interest the Journal's remarks favoring full loading of cars, which is surely commendable, and the reports of certain shippers who are trying to capture the record for heavy loading, which is all wrong.

Is the railway company responsible for loss incurred by that excess loading? By tariffs with which I am familiar the loading of only 10 per cent over the maximum capacity of the car is permitted.

I wonder what Mr. Shipper would think if his car was wrecked in transit and he could not recover the full amount of the claim because he had tried to load 100,000 lbs. in an 80,000 capacity car. Would it not be well to ask shippers to load the full 10 per cent over marked capacity, instead of 20 or 50 per cent.—A. T.

Country Dealers to Buy for Grain Corporation.

Grain Dealers Journal: The Grain Corporation have recently placed in operation a form of agreement with interior elevator operators and dealers, under which these elevator operators and dealers may carry for the account of the Grain Corporation, such wheat as they have purchased from the farmers, or such wheat as they may be handling on consignment basis and have made advances against, the Grain Corporation allowing a carrying charge of 1/15th of 1c per bushel per day from date of retention until date shipped out. This allowance is sufficient to cover interest on the value of the wheat, insurance and storage charges, and enables a settlement to be made with the farmers without expense to the dealer.

The Grain Corporation does not advance any money to make purchases at interior points. The money is supplied by the dealer or elevatorman.—M. H. Houser, agent Food Administration Grain Corporation, Portland, Ore.

Toledo Hearing on Grades.

Grain Dealers Journal: The Toledo hearing on federal wheat grades was well attended. Many grain men from Michigan and Southern Ohio were present. Charles J. Brand, Chief of Bureau of Markets, presided. Dr. J. W. T. Duvel was also present. Discussion was general. Opinion favored more liberal grading. Chief subject was moisture content of No. 2 wheat. Some favored making as high as 14 per cent. General sentiment favored 13.5 per cent. Subject of mixed wheat was freely discussed.

New government schedule of discounts will meet with general favor. It temporarily offsets more liberal grading. Shippers will welcome it. Allows No. 3 and lower to sell on merits. It will help out until such time as government may have time to reconsider whole question of wheat grades after conducting hearings in all parts of the country.

Shippers, grain men and government officials met in spirit of co-operation. Co-operation means satisfactory solution of all such questions.—Southworth & Co., Toledo, O.

99,075 LBS.

Grain Dealers Journal: In the Journal of Oct. 25 we notice the letter from the W. S. Nicholson Grain Co. in which they mention receiving a car of oats from Iowa containing 94,940 lbs., being the largest car they ever handled.

We can go them one better than this. We shipped a car of oats Oct. 2 from one of our stations that contained 99,075 lbs. or 3,096 bu. 3 lbs. This was an 80 capacity car and loaded to the roof.—Central Iowa Grain Co., Des Moines, Ia.

A Big Bulkhead Load.

Another big car of grain reached Chicago Dec. 5th, and when unloaded at the Eckhardt Mill it was found to contain 1706:10 bus. of wheat and 388:42 bus. of rye, making a total of 124,140 lbs. It was sold by E. W. Bailey & Co. for \$4327.17. It is claimed to be the largest car ever shipped from Marseilles, Ill., either bulkhead or otherwise. Frank J. McCormick made the shipment.

Tax on Deals in Futures.

All transactions on a board of trade, produce, merchandise or stock exchange, if calling for delivery after twenty days from date thereof, must pay a tax of 2 cents on every \$100 or fraction thereof. The tax is paid by the seller. The definition of "immediate or prompt," as relating to such transactions, has been defined by Commissioner Roper as embracing all deals which are to be closed within 20 days. "Futures" include all deals to be closed subsequently.

Final rules governing the manner in which books must be kept and reports made have not been formulated but are now being considered and will be issued as soon as possible. Contrary to precedent, a sale may not be transferred from one party to another to escape payment of the tax, but each transaction whether originally negotiated or transferred shall pay the tax.

It is estimated that the revenue to be derived from this source will amount to \$100,000,000 annually.

FIRST ESTIMATE of grain production in England and Wales gives these totals: wheat, quarters, 7,164,649, an increase of 330,000; barley, 5,539,514, an increase of 360,000; oats, 10,866,765, an increase of 450,000; hay, tons, 7,550,000, a decrease of 1,200,000. Yields were: wheat 29.88 bu.; increase of 1 1/4 over 1916, barley 1/2 bu. lower, oats 1 1/2 bu. lower; beans a smaller crop than last year, peas slightly larger.

"ENEMY TRADING LIST" No. 1, is a pamphlet of 28 pages issued by the War Trade Board, containing the trading with the enemy act and the names of about 1,500 individuals and firms in different countries with whom it is against the interests of the United States for any citizen to deal. This list does not purport to be a complete list. Any person, firm, or corporation trading with any other person, firm, or corporation who there is reasonable cause to believe is an enemy or ally of enemy, or in such trade is acting for, on account of, on behalf of, or for the benefit of an enemy or ally of enemy, is not relieved from the prohibitions and penalties imposed by the Trading with the Enemy Act by reason of the fact that the name of such other person, firm, or corporation does not appear upon this list. Copies may be obtained from the War Board at Washington or at its branch offices in 11 cities.

Pooling Transportation.

To create one huge unit of transportation, embracing all the rolling stock, motive power, terminal facilities, trackage and knowledge and experience of employees, of all the railroads of the country is one of the big problems now being considered by the war board, the railroads, Congress and the Interstate Commerce Commission.

Already the transportation resources of all that part of the country east of the Mississippi and north of the Ohio and Potomac rivers have been pooled and their operation has been consolidated. A further announcement by the railroad war board gives details of the creation of a com'te, whose personnel includes the operating heads of the great transportation lines of the territory defined. A. W. Thompson, vice president of the Baltimore & Ohio, heads the com'te.

Within this sectional organization a subsidiary pool has been created to handle the coal traffic, which is 80% of the entire coal traffic of the country.

TRANSPORTATION DRs. DISAGREE.—Based on exhaustive reports and investigations the statement is made that the inequalities in car ownership, as compared with traffic handled, is responsible for much of the delay in the movement of traffic. A further complication grows out of the congestion at seaboard terminals and the necessity of using freight cars for warehouse purposes.

Transportation officials, members of the railroad war board and Interstate Commerce Commissioners seem to have agreed on the necessity for devising means by which the railroads may be operated as a unit and for the single purpose of expediting the movement of freight traffic. Opinions differ with respect to whether the railroads should be authorized to form the pool, suspending the operation of the anti-trust act for that purpose, or whether the roads should be operated by the government as a unit.

THE 15% RATE ADVANCE.—In the opinion of the Interstate Commerce Commission the railroads must be conscripted and that opinion was given out in answer to the railroads' request for a general advance of 15% in freight rates.

Mergers of transportation interests have been prohibited and several attempts to group railroad facilities, possibly with a view to limiting competition, have been overruled by the courts.

The situation of the railroads is bewildering. Tonnage aboard cars is piling up at seaboard terminals. The demand for rolling stock for the movement of grain, coal, live stock, foods and feeds is greater than the supply. Priority orders on vast quantities of tonnage wrought confusion and delays in operating departments. Railroads are anxious to buy additional cars and locomotives, but the manufacturers cannot secure materials with which to build them. In some cases the railroads cannot finance such purchases.

The separate entities and interests of the many lines must be kept distinct and safeguarded in every way. That necessity brings about misunderstandings and conflict of opinion.

At this time it seems to be the evident purpose of the administration to encourage the railroads to work out the problem. It clearly is evident, however, that quick action must be taken and the country's imperative need for better transportation be met almost immediately.

If the transportation companies fail to meet the needs of the hour some manner of government action is certain.

AN ENDLESS CHAIN.—Rate increases followed by demands for higher wages and reduction of hours have succeeded each other in quick succession of late years. The demand for greater wages now threatens to overlap the increases in rates. If the 15% advance case is decided adversely to the railroad interests the demand of the trainmen and conductors for a 40% increase in wages, if granted, will have given the workers two advances to the roads none.

It seems to be the idea of the Interstate Commerce Commission that by pooling the facilities and combining the operations of the roads the freight carrying capacities can be increased and earnings enlarged without an increase in rates. Federal aid also may be given to enable the roads to finance the purchase of rolling stock and motive power. This aid of necessity would be both financial and sovereign, the government aiding the roads to pay for their purchases and making it possible for the manufacturers of equipment to buy materials with which to build cars and locomotives.

No General Cancellation of Contracts.

The general rules of the food administration promulgated Nov. 1 provided that it is unlawful to have on hand more than 60 days' requirements and that licensees must not knowingly sell to any person an amount in excess of 60 days' reasonable requirements.

It has been erroneously assumed that the foregoing regulations compelled the cancellation of contracts in excess of 60 days; and the food administration, to correct this wrong construction, on Dec. 5 announced, thru J. J. Stream, chairman of the coarse grain division:

General rules 13 and 15 shall not affect the validity of any contracts concerning corn, oats, or barley entered into prior to Nov. 15, unless the cancellation of any such contract is hereafter ordered by the food administration. No general action toward cancellation of contracts is contemplated by the administration.

Many in the trade were not advised of the sixty day limitation until the 10th or 12th of November, and it is to take care of such transactions that this amendment was adopted.



Trave Elmore, St. Louis, Mo., Deceased.

Trave Elmore Deceased.

A shocking accident Thanksgiving day robbed the St. Louis grain trade of one of its best-loved and most widely known members, Trave Elmore, manager of the Elmore-Schultz Grain Co. While driving with friends Thanksgiving evening he swerved his car to avoid collision with a light standard. The car skidded on the slippery street and turned turtle, pinning Mr. Elmore under the steering wheel. He was so badly injured he died on the way to the hospital. His friends in the tonneau escaped injury.

Mr. Elmore, lovingly known by his friends as "Trave" was one of the leading members of the Exchange. He was elected a member of the board of directors at the annual election in December, 1916. When the exchange opened Friday morning for the first time in its history the rostrum was draped in mourning in token of the passing of a director. The annual dinner of the Grain Club, of which he was a member, was postponed one week.

Mr. Elmore took an active part in business and fraternal affairs. He served his own company as manager and was active in the affairs of the Western Elevator Co., operating elevators in Illinois, of which he was a director. He was a member of the Missouri Athletic Ass'n, the Traffic Club, the Grain Club, the Automobile Club and always had taken an interest in the work of the Lincoln Highway Ass'n.

Interment was at Ashland, Ill., the place of his nativity. His body was followed to its last resting place by scores of his St. Louis friends, who chartered a special train.

He was born at Ashland, Ill., thirty-nine years ago. He is survived by his father, four sisters, his wife and three children. One of the sad features of his death was the serious illness of his wife at the time, but who is bearing up bravely under her irreparable loss.

Trave will be missed by his many friends who drew lavishly on his abundant sympathy and ever available supply of good humor. His warm sympathy and help for those in trouble, his excellent judgment and his high regard for the obligations of "a friend," long will be remembered.

His company will feel the loss of his energy, good judgment and untiring activity. Its business will be continued without change in policy, an evidence that the departed member builded wisely and well during the constructive years of his life and produced results that will endure.

FOR THE FIRST time in its history, flour has this year been ground in St. Johns, Newfoundland. While grain has been ripened under exceptional conditions in past years, it has never been milled but has been fed to cattle and poultry. Under government impetus and the movement to conserve its food supply, a portable mill was taken to St. Johns from Boston, some specimens of hardy grain from Western Canada were secured and planted on the westerly side of Newfoundland and was successfully harvested and ground into flour. Owing to the success attending the venture this year, a larger amount will be planted next season and negotiations have been commenced with a view to the establishment of a permanent flour mill of modest capacity at St. Johns.—S.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Calgary, Alta., Nov. 25.—This has been a very nice fall in western Canada as we have had very little cold weather. More fall plowing has been done than in any previous year. A large acreage will be ready for next year's crop.—Ray S. Drake, traveling sup't, Pioneer Grain Co.

COLORADO.

Denver, Colo., Dec. 7.—In the past week or 10 days the shipments of corn arriving at this market show much improvement in quality. Most of it grades No. 3, with moisture content running fairly light. A few cars of kiln dried corn have arrived, and it is of much improved condition. With a few weeks of freezing weather there will be an improvement in the quality of the corn, so far as the moisture is concerned, but, under present conditions, we cannot hope for a great deal of improvement until that time comes. The present condition of corn arriving here emphasizes the need for additional drying facilities, as there is only one drier in Denver, that being the one at the plant of the Longmont Farmers Elevator Co.—K.

ILLINOIS.

Westville, Ill., Dec. 5.—Farmers have husked about all of their good corn and are now husking the soft. There is a great quantity of soft corn.—M. L. Hill.

IOWA.

Corley, Ia., Nov. 30.—Corn is soft and much of it is molding in the cribs. Farmers have been busy sorting cribbed corn, but are now resuming husking.—Will J. Albers, mgr. Farmers Grain & Merc. Co.

Belmond, Ia., Nov. 28.—A few weeks ago it was thought there would be a bumper crop of corn. We had a good acreage, good yield and excellent quality, but the first frost banished our hopes. The dampness of the cob is causing the kernels to rot from the inside out. A great many farmers have decided the corn is not worth husking.—E. R. Ballou.

Smithfield, Ia., Dec. 7.—Oats in this vicinity were of extra good quality, but the corn crop was practically a failure. The quantity of corn is great, but the quality is low, most of it testing 22% to 28% moisture. Have had warm weather until the past week, and corn in cribs has been spoiling. Farmers have moved and sorted all of it. I think it will freeze now and keep fairly well.—I. A. Cooke, agt. the Trans-Mississippi Grain Co.

KANSAS.

Summerfield, Kan., Dec. 7.—Corn is running about 20% moisture and it is not in condition to store. Winter wheat looking good, considering the dry weather we have had since it was seeded.—J. H. Gil-lain, mgr. Farmers Co-operative Ass'n.

Chase, Kan., Dec. 6.—Wheat growing well since the last rain. Corn crop short and the grain not much good on account of excessive moisture; some of it spoiling in the cribs. Oats crop short, and will have to ship in oats before another crop is grown.—D. J. Razlaff, mgr. Chase Co-operative Union.

Wichita, Kan., Dec. 3.—Corn shipments have been very disastrous to the shipper in this part of the country, the weather being unusually dry and warm and causing damage to the corn that was not fully matured. In several instances shippers have sustained a total loss on corn shipped to points south of here. One case was mentioned to me where a car of corn was attached to a train and the train crew upon arriving at a town called

the fire department, thinking the car was on fire when it only contained hot and steaming corn.—R. B. Waltermire, sec'y Board of Trade.

Topeka, Kan., Dec. 4.—It is estimated that 9,482,000 acres were sown to winter wheat in Kansas this fall. This is 1.1% less than the acreage seeded in the fall of 1916. Based on 100 as the average, the general condition of the growing wheat is 70.1, which is 5.8 lower than was reported a year ago, and is under any fall condition reported in recent years. Dry weather is the cause. Conditions have been inhospitable for the sowing, germination and growth of wheat in the western two-thirds of the state, excepting in a half dozen counties, while in the eastern one-third conditions have been quite favorable.—J. C. Mohler, sec'y state board of agriculture.

MICHIGAN.

Lansing, Mich., Dec. 5.—The condition of wheat as compared with an average is 82% for the state and central counties, 80% in the southern counties, 84% in the northern counties and 87% in the upper peninsula. One year ago the condition for the state was 86%, while in the southern counties it was 84%, in the central counties 89%, in the northern counties 92% and in the upper peninsula 85%. The condition of rye compared with an average is 84% for the state. Grain threshed in the state up to Nov. 17 was as follows: Wheat, 13,464,563 bus.; rye, 4,469,241 bus.; oats, 43,753,613 bus.; barley, 3,254,507 bus.; and buckwheat, 266,165 bus.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Minneapolis, Minn., Dec. 3.—The prospects in this section for increased grain acreage are very good. We have had an open fall and a large amount of plowing has been done. With a guaranteed price for wheat for next year, farmers undoubtedly will sow a maximum acreage.—Northrup, King & Co., Charles C. Massie, pres.

MONTANA.

Barber, Mont., Dec. 6.—About 2 inches of snow fell last night, putting a stop to fall work. This snow will also make a good covering for the winter wheat and prospects were never better. We are looking forward to a big crop next year.—W. A. Clark.

NEBRASKA.

Peru, Neb., Dec. 3.—Corn is in bad condition as a large percentage of it is soft and cannot be handled until it freezes.—Peru Farmers Co-operative Grain Co.

Marquette, Neb., Dec. 4.—Corn is in very bad condition. Much of it is soft, and that which was husked and cribbed early had to be taken out of cribs and piled on the ground. Farmers are feeding a great portion of the soft corn.—E. G. Raymers.

Walton, Neb., Nov. 26.—Much of the corn is soft and many of the farmers who

began husking about 3 weeks ago have been compelled to remove the corn from the cribs. Some of it was very moldy and some was steaming hot. Think that corn cribbed from now on will keep, provided they throw out the soft ears. The soft corn is good feed now, but it will be useless, and will damage the good corn if allowed to go into the crib. One man here claims he can dry corn in the crib in 48 hours, and I understand he will give a demonstration this week. In intend to watch results closely.—T. C. Wilson.

OHIO.

Monclova, O., Dec. 7.—Corn in this section is very poor, much of it being soft.—H. P. Schalle, mgr. Toledo Grain & Mlg. Co.

Columbus, O., Dec. 1.—The estimated condition of the growing wheat is 84%, which is 1% less than that of last month, and 2% less than that of a year ago. Damage by Hessian fly is very light, being only 1%, while damage by weather conditions is 13%. The average condition of the growing wheat is not such as to cause perfect confidence for its safety during the winter. By reason of the long continued drouth following seeding, the plant did not get a proper start. For the State in general, the wheat is small and weak of growth and will not go into winter in a condition that will enable the plant to withstand severe freeze or frequent thaws. The yield of corn is 36 bus. per acre for the state, giving a total production of 122,204,661 bus., which is far in excess of a 10-year average, and exceeds that of last year by 27,269,498 bus. The quality of this year's corn crop does not compare favorably with a good average quality. There is a great deal of soft and mouldy corn, necessitating very careful sorting for the crib. The amount of soft and unmerchantable corn is reported at 39%, which will reduce the total that can be graded as sound and merchantable by about 12,000,000 bus.—N. E. Shaw, sec'y of agriculture.

OKLAHOMA.

Oklahoma City, Okla., Dec. 1.—The growing condition of wheat is 51%. Condition of same date last year was 84%. This condition of 51% does not show the benefits of the rains of the latter part of November, and the condition in December should be greatly improved on this account.—Frank M. Gault, pres. state board of agriculture.

TEXAS.

Plano, Tex., Dec. 4.—Wheat acreage 110% of last year. It was delayed by dry weather, but is now coming up, and it looks like a good stand.—Stark Grain Co., J. T. Stark, mgr.

A "WAR TRADE BOARD MANUAL FOR SHIPPERS," which will contain only data in force at the time of its publication, is being prepared by the Board.

Exports of Grain Weekly.

| | Wheat | | Corn | | Oats | |
|----------------------|-------------|-------------|------------|------------|-------------|-------------|
| | 1916-7. | 1915-6. | 1916-7. | 1915-6. | 1916-7. | 1915-6. |
| July 1 to June 30... | 281,130,000 | 359,355,000 | 51,662,000 | 36,620,879 | 119,166,000 | 113,876,000 |
| | 1917. | 1916. | 1917. | 1916. | 1917. | 1916. |
| July 7..... | 4,399,000 | 7,071,000 | 420,000 | 545,000 | 4,791,000 | 2,570,000 |
| July 14..... | 8,107,000 | 7,963,000 | 927,000 | 1,375,000 | 2,351,000 | 4,299,000 |
| July 21..... | 4,964,000 | 8,327,000 | 936,000 | 1,749,000 | 3,800,000 | 3,411,000 |
| July 28..... | 2,424,000 | 6,891,000 | 1,302,000 | 1,027,000 | 3,296,000 | 3,065,000 |
| Aug. 4..... | 4,757,000 | 7,032,000 | 833,000 | 1,353,000 | 3,634,000 | 3,381,000 |
| Aug. 11..... | 4,670,000 | 5,782,000 | 994,000 | 1,738,000 | 3,442,000 | 4,403,000 |
| Aug. 18..... | 4,224,000 | 5,813,000 | 572,000 | 1,428,000 | 1,914,000 | 4,180,000 |
| Aug. 25..... | 2,280,000 | 7,316,000 | 53,000 | 1,279,000 | 2,741,000 | 3,447,000 |
| Sept. 1..... | 2,799,000 | 7,679,000 | 529,000 | 1,622,000 | 3,722,000 | 2,357,000 |
| Sept. 8..... | 3,338,000 | 6,641,000 | 287,000 | 1,428,000 | 1,361,000 | 1,640,000 |
| Sept. 15..... | 3,903,000 | 7,235,000 | 1,066,000 | 863,000 | 4,890,000 | 2,744,000 |
| Sept. 22..... | 1,557,000 | 5,402,000 | 132,000 | 635,000 | 3,512,000 | 1,943,000 |
| Sept. 29..... | 2,340,000 | 7,760,000 | 172,000 | 606,000 | 2,682,000 | 917,000 |
| Oct. 6..... | 2,379,000 | 6,894,000 | 542,000 | 1,055,000 | 4,801,000 | 1,642,000 |
| Oct. 13..... | 4,293,000 | 6,314,000 | 247,000 | 1,226,000 | 6,398,000 | 2,025,000 |
| Oct. 20..... | 2,249,000 | 4,329,000 | 87,000 | 276,000 | 3,500,000 | 2,897,000 |
| Oct. 27..... | 2,533,000 | 4,478,000 | 27,000 | 497,000 | 2,497,000 | 1,782,000 |
| Nov. 3..... | 1,572,000 | 5,235,000 | 270,000 | 535,000 | 2,476,000 | 893,000 |
| Nov. 10..... | 2,982,000 | 4,481,000 | 628,000 | 991,000 | 2,560,000 | 1,241,000 |
| Nov. 17..... | 2,655,000 | 4,575,000 | 334,000 | 462,000 | 1,915,000 | 1,987,000 |
| Nov. 24..... | 3,359,000 | 5,208,000 | 59,000 | 303,000 | 2,092,000 | 2,187,000 |
| Dec. 1..... | 2,800,000 | 5,076,000 | 164,000 | 582,000 | 1,246,000 | 1,108,000 |
| Total | 74,584,000 | 137,502,000 | 10,581,000 | 21,995,000 | 69,671,000 | 54,119,000 |

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Calgary, Alta., Nov. 25.—The movement of wheat has not been very heavy as farmers are all working on the land. As the price is fixed they will haul later in the year.—Ray S. Drake, traveling sup't, Pioneer Grain Co.

Winnipeg, Man., Dec. 5.—A total of 8,132 cars of oats were inspected in this market from Sept. 1 to Nov. 27. Of this number 13.65% graded No. 2 Canadian whites, or better; 8¼% graded No. 3 Canadian whites; 18% extra No. 1 feeds; 22% No. 1 feeds; 19½% No. 2 feeds; 8¼% rejected; 8¼% no grade; 1/10 of 1% condemned; and 2% was graded as mixed grain.—J. T. Irving, ass't sec'y Winnipeg Grain Exchange.

COLORADO.

Denver, Colo., Dec. 7.—Receipts of wheat on this market are holding up. Most of it is coming from Idaho points, and grades No. 1 and No. 2.—K.

Fleming, Colo., Dec. 5.—Farmers are not holding their wheat back, the movement being heavy when we can get cars. Elvtr. full now.—Farmers Co-operative Elvtr. Co., B. A. Batt, mgr.

KANSAS.

Summerfield, Kan., Dec. 7.—Practically all of the wheat has been marketed.—J. H. Gillain, mgr. Farmers Co-operative Ass'n.

Wichita, Kan., Dec. 3.—About 98% of the wheat arriving at this market is ground by local mills. The receipts are comparing very favorably with those of a year ago.—R. B. Waltermire, sec'y Board of Trade.

LOUISIANA.

New Orleans, La., Nov. 1.—Exports of grain thru this port during October were: Wheat, 280,396 bus.; corn, 111,292 bus.; oats, 1,001,048 bus.; and barley, 2,400,905 bus., compared with wheat, 2,361,750 bus.; corn, 102,457 bus.; oats, 59,180 bus.; and barley, 201,049 bus. during October, 1916.—Geo. S. Colby, chief grain inspector and weighmaster, New Orleans Board of Trade.

MICHIGAN.

Lansing, Mich., Dec. 5.—The total number of bushels of wheat marketed during November at 73 mills and 78 elvtrs. was 292,243 bus. The estimated total marketings in the four months, August-November, is 2,350,000 bus.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Duluth, Minn., Dec. 1.—More than 1,000,000 bus. of grain left the local elvtrs. by boat in the past 24 hours, registering the biggest day of the grain trade for this port.

MONTANA.

Barber, Mont., Dec. 6.—The movement of the 1917 crop was better than expected. Have handled about 30,000 bus., and expect 5,000 to 7,000 bus. to come.—W. A. Clark.

NEBRASKA.

Peru, Neb., Dec. 3.—The wheat is all in, so far as I can tell. Oats will not be sold on account of the poor condition of the corn, farmers holding oats for feeding next summer.—Peru Farmers Co-operative Grain Co.

OHIO.

Marion, O., Dec. 7.—Grain is moving very slowly.—Marion Grain & Hay Co.

Monclova, O., Dec. 7.—The greater portion of the wheat has been marketed, and about ½ of the oats is in farmers hands.—H. P. Schalle, mgr. Toledo Grain & Mfg. Co.

Toledo, O., Nov. 24.—The first car of new white corn was received today. It came from Illinois and sold for \$1.94 per bu. It tested 19.1% moisture and contained 1% of foreign matter.

OKLAHOMA.

Grove, Okla., Dec. 4.—Very little grain is moving on account of the car shortage.—C. H. Ross.

Oklahoma City, Okla., Dec. 1.—The farmer has on hand from this year's crop 53% of corn, 18% of wheat, 29% of oats and 69% of kafir and milo. Having consumed and marketed during the past month 23% of the corn crop, 14% of wheat, 10% of oats and 21% of kafir and milo. On the same date one year ago the farmer had on hand from the 1916 crop 65% of corn, 14% of wheat and 31% of oats.—Frank M. Gault, pres. state board of agriculture.

PENNSYLVANIA.

Philadelphia, Pa., Nov. 23.—The first new shelled corn of the season was received by boat today. It was consigned to W. P. Brazier and was of good quality, grading No. 5 yellow, and selling at \$1.72 per bu. in bags on dock.

TEXAS.

Galveston, Tex., Nov. 1.—Exports of grain thru this port during October were: Wheat, 40,422 bus. and barley, 127,428 bus. During October, 1916, the exports consisted of 1,378,362 bus.—H. A. Wickstrom, chief inspector, Board of Trade.

Barley Movement in November.

Receipts and shipments of barley at the various markets during November, 1917, compared with November, 1916, were in bushels as follows:

| | Receipts. | | Shipments. | |
|-------------|-----------|-----------|------------|-----------|
| | 1917. | 1916. | 1917. | 1916. |
| Minneapolis | 3,141,030 | 4,186,570 | 3,413,730 | 3,113,160 |
| Chicago | 2,590,000 | 3,588,000 | 659,000 | 955,000 |
| Milwaukee | 1,811,050 | 2,655,740 | 401,012 | 1,043,060 |
| Winnipeg | 1,660,100 | 1,879,800 | | |
| Duluth | 707,061 | 1,773,505 | 1,607,639 | 2,366,661 |
| New York | 300,650 | 1,083,350 | 259,766 | 588,851 |
| St. Louis | 289,910 | 232,000 | 45,640 | 9,650 |
| Omaha | 253,800 | 159,600 | 293,400 | 86,000 |
| Cincinnati | 207,762 | 100,192 | 13,950 | 4,088 |
| Kansas City | 127,500 | 97,500 | 37,700 | 70,200 |
| Baltimore | 5,951 | 244,769 | | 206,982 |
| Toledo | 3,000 | 1,000 | | |

Exports of Breadstuffs.

For the first eight months of this year the value of breadstuffs exported to all countries was slightly in excess of \$440,000,000, or at the rate of \$55,000,000 a month. The value of wheat exported to the United Kingdom was about \$112,000,000, or more than one-fourth of the value of all exports of breadstuffs. Exports of wheat to the United Kingdom have increased steadily during the last three years, advancing from 27,327,011 bus. for the first eight months of 1915 to 39,321,107 for the same period of 1916, and from that figure to 47,934,146 bus. for the first eight months of the calendar year. This increase made up in part the loss in imports of wheat from Australia and the Argentine. Much of this wheat, it is presumed, was bought on ally account, as exports to France and Italy show decreases.

Decreases in quantity of exports of barley, buckwheat, wheat and flour are shown and are very heavy, wheat showing a loss of 37 per cent, flour 23%, barley about 40%, buckwheat over 50%, while corn shows a slight gain. Values of exports for the eight months period of this year are greater than those for either of the two preceding years, despite the decrease in the quantities exported.

Exports of the principal breadstuffs for eight months of this year with comparative totals for the same periods of 1915 and 1916 follow:

| | 1915. | 1916. | 1917. |
|--------------|-------------|-------------|------------|
| | Bus. | Bus. | Bus. |
| Barley | 14,042,300 | 17,524,774 | 8,919,785 |
| Buckwheat | 238,228 | 286,322 | 117,264 |
| Corn | 41,715,862 | 40,715,329 | 45,520,246 |
| Wheat | 140,235,621 | 100,204,205 | 88,806,050 |
| Flour, bbls. | 10,315,753 | 10,347,861 | 7,877,455 |

Corn Movement for the Crop Year.

Receipts and shipments of corn at the leading markets during the crop year ended Dec. 1, 1917, compared with the 12 months ended Dec. 1, 1916, as officially reported by the secretaries of the various exchanges, were in bushels, as follows:

| | Receipts. | | Shipments. | |
|------------|------------|-------------|------------|------------|
| | 1917. | 1916. | 1917. | 1916. |
| Chicago | 74,937,000 | 101,740,000 | 38,853,000 | 61,605,000 |
| Ind'polis | 22,755,800 | 25,166,000 | 13,533,500 | 12,776,000 |
| St. Louis | 22,398,602 | 17,943,405 | 13,431,950 | 8,753,340 |
| Balti're | 19,747,643 | 22,335,698 | 15,917,909 | 20,233,494 |
| K. City | 15,758,000 | 25,028,750 | 8,876,250 | 22,460,000 |
| Mil'kee | 11,762,840 | 10,388,865 | 8,251,427 | 6,840,966 |
| Cincinnati | 9,496,371 | 9,440,563 | 4,849,087 | 2,931,186 |
| Min'polis | 8,686,700 | 6,622,260 | 7,384,270 | 4,337,440 |
| Detroit | 3,003,000 | 3,933,000 | 1,067,000 | 3,066,000 |
| Duluth | 31,938 | | 5,617 | |

Oats Movement in November.

Receipts and shipments of oats at the various markets during November, 1917, compared with November, 1916, were in bushels as follows:

| | Receipts. | | Shipments. | |
|------------|------------|------------|------------|------------|
| | 1917. | 1916. | 1917. | 1916. |
| Chicago | 13,634,000 | 12,353,000 | 9,257,000 | 10,807,000 |
| Winnipeg | 10,383,750 | 12,351,300 | | |
| Min'polis | 4,306,860 | 2,825,100 | 3,893,620 | 3,528,680 |
| Milwaukee | 3,551,520 | 3,367,280 | 2,216,223 | 3,702,031 |
| Omaha | 2,864,000 | 1,237,600 | 3,186,000 | 1,509,000 |
| St. Louis | 2,642,250 | 1,536,800 | 2,064,970 | 1,371,090 |
| Kan. City | 1,948,200 | 838,100 | 1,512,000 | 418,500 |
| Baltimore | 1,751,819 | 1,811,745 | 925,218 | 1,666,943 |
| New York | 1,708,000 | 1,460,000 | 1,827,258 | 177,064 |
| Ind'apolis | 1,387,000 | 583,000 | 1,249,200 | 528,000 |
| Cincinnati | 515,005 | 289,699 | 491,149 | 130,941 |
| Toledo | 332,000 | 138,400 | 196,700 | 213,700 |
| Detroit | 290,000 | 216,000 | 23,000 | 49,000 |
| Duluth | 18,556 | 930,891 | 182,530 | 677,207 |
| Wichita | 36,000 | 36,000 | 25,000 | 24,000 |

Wheat Movement in November.

Receipts and shipments of wheat at the various markets during November, 1917, compared with November, 1916, were in bushels as follows:

| | Receipts. | | Shipments. | |
|--------------|------------|------------|------------|-----------|
| | 1917. | 1916. | 1917. | 1916. |
| Winnipeg | 35,052,000 | 30,724,550 | | |
| Minn'polis | 12,513,920 | 15,481,980 | 3,381,070 | 4,201,150 |
| New York | 6,336,700 | 9,031,800 | 4,002,971 | 8,602,150 |
| Duluth | 4,480,973 | 5,276,466 | 4,270,691 | 6,081,425 |
| Kan. City | 3,300,150 | 6,800,400 | 569,700 | 5,547,150 |
| Chicago | 2,276,000 | 6,336,000 | 840,000 | 4,714,000 |
| Baltimore | 2,234,709 | 3,305,342 | 881,703 | 3,665,018 |
| St. Louis | 2,090,701 | 3,097,609 | 1,408,630 | 2,874,150 |
| Omaha | 1,868,400 | 3,030,000 | 1,330,800 | 3,492,000 |
| Toledo | 1,058,000 | 396,200 | 182,400 | 199,700 |
| Milwaukee | 878,252 | 1,556,981 | 101,068 | 825,201 |
| Cincinnati | 726,003 | 475,747 | 711,409 | 463,035 |
| Wichita | 630,000 | 1,389,200 | 12,000 | 615,000 |
| Detroit | 250,000 | 229,000 | 33,000 | 75,000 |
| Indianapolis | 247,500 | 229,000 | 232,500 | 76,000 |

Corn Movement in November.

Receipts and shipments of corn at the various markets during November, 1917, compared with November, 1916, were in bushels as follows:

| | Receipts. | | Shipments. | |
|--------------|-----------|-----------|------------|-----------|
| | 1917. | 1916. | 1917. | 1916. |
| Chicago | 4,851,000 | 8,604,000 | 981,000 | 2,575,000 |
| St. Louis | 2,203,975 | 1,164,045 | 628,370 | 387,280 |
| Kansas City | 1,597,500 | 977,500 | 856,250 | 806,250 |
| Indianapolis | 1,237,500 | 3,329,000 | 437,500 | 1,731,000 |
| Omaha | 903,000 | 1,486,000 | 523,600 | 679,800 |
| Minneapolis | 472,340 | 1,329,650 | 113,000 | 497,400 |
| Cincinnati | 393,904 | 809,690 | 138,997 | 255,262 |
| Milwaukee | 357,780 | 1,246,200 | 122,157 | 348,453 |
| Baltimore | 220,078 | 710,629 | 689,428 | 620,659 |
| New York | 125,800 | 522,000 | 454,800 | 744,612 |
| Wichita | 84,000 | 15,000 | 65,000 | 10,000 |
| Detroit | 82,000 | 319,000 | 12,000 | 159,000 |
| Toledo | 60,000 | 386,400 | 3,400 | 55,500 |

Rye Movement in November.

Receipts and shipments of rye at the various markets during November, 1917, compared with November, 1916, were in bushels as follows:

| | Receipts. | | Shipments. | |
|--------------|-----------|-----------|------------|-----------|
| | 1917. | 1916. | 1917. | 1916. |
| Minneapolis | 1,508,030 | 1,360,470 | 535,870 | 1,027,840 |
| Baltimore | 889,981 | 1,021,294 | 1,127,554 | 1,088,208 |
| New York | 532,500 | 193,750 | 885,236 | 119,015 |
| Chicago | 500,000 | 796,000 | 327,000 | 739,000 |
| Milwaukee | 455,040 | 586,060 | 251,420 | 394,724 |
| Duluth | 261,014 | 335,170 | 1,094,260 | 408,350 |
| Omaha | 205,700 | 176,000 | 159,500 | 156,000 |
| Cincinnati | 72,765 | 59,475 | 51,785 | 12,005 |
| Detroit | 59,000 | 49,000 | 4,000 | 31,000 |
| Kansas City | 55,000 | 33,000 | 20,900 | 3,300 |
| Indianapolis | 45,000 | 10,000 | 47,500 | 20,000 |
| St. Louis | 34,290 | 86,900 | 38,420 | 73,350 |
| Toledo | 19,200 | 14,600 | 9,700 | 12,310 |
| Wichita | 4,000 | 3,000 | 4,000 | 3,000 |

John R. Mauff Sec'y of Chicago Board.

At a meeting of the directors of the Chicago Board of Trade John R. Mauff was selected to succeed to the office of secretary, made vacant by the death of the late lamented J. C. F. Merrill. This selection met with the hearty approval of the members who have appreciated the quiet worth and cheerful, friendly nature of the man who for years has been their associate.

From messenger boy for a grain company to the responsibilities of his present position is the long step Mr. Mauff has made in his energetic climb. He began as a grain "man" in 1882 when he became messenger for Foss, Strong & Co., of which firm Diamond Jo Reynolds was a member. Six years later he was assigned to Dubuque, Ia., as secretary to Mr. Reynolds. In 1888 he was placed in charge of the elevator interests of the company, with headquarters in Dubuque, Ia. Grain from the fertile fields of Iowa, Minnesota and Wisconsin was concentrated at river points and carried by Diamond Jo steamers to St. Louis and other river points.

The death of Mr. Reynolds in 1891 brought Mr. Mauff, as administrator of the estate, to Chicago. After the estate was closed he sought a well earned rest in Europe, spending some time at Heligoland, the point England decided was crumbling and sold to Germany. After several years in Europe he returned to America and naturally sought out his old friends in the pit. Being friends, they put him to work, electing him a director of the Board of Trade and conferring other duties and honors on him.

Prior to settling down he represented the National Consumers League in Washington in connection with the enactment of the pure food law, securing legislation calling for the proper labeling of malt liquors.

He will have served five years as vice president and director of the board of trade when his present term expires in January. He also is now serving as presi-



Jno. R. Mauff, Chicago, Ill., Sec'y Board of Trade.

dent of the Council of Grain Exchanges.

For several years Mr. Mauff was identified with H. J. O'Neill, the barley king, the business being carried on under the firm name of Chicago-O'Neill Grain Co.

Dec. 10 he received notice of his appointment of a member of the new Advisory Grain Board, for Chicago, appointed in pursuance of the general plan to strengthen and increase the value of the personnel of the Food Administration.

War Affecting the Grain Trade.

COSTS of handling grain at Kansas City are being investigated by a force of accountants employed by the Federal Trade Commission.

NO. 3 WHEAT, as well as the lower grades, now is hot on its merits by the Food Administration Grain Corporation at Minneapolis, Minn.

MILLERS at Evansville, Ind., are paying \$15,000 per month to the Food Administration to keep the Grain Corporation going. The Akin-Erskine Milling Co. alone pays \$6,000 per month.

WHEAT used to bait wild ducks belonging to wealthy men of Portland, Ore., has been seized by the Food Administration. Over 500 bus. were seized.

THE NATIONAL FEDERATION OF CORN MILLERS was organized Nov. 30 by 60 corn millers who met in the Blackstone Hotel at Chicago to co-operate in the food conservation campaign.

ALL CANADIAN millers having a daily capacity of 100 barrels or more were placed under license, effective Dec. 1, and com'tes of millers will be named to aid in regulating the industry.

NO WHEAT FAMINE exists in the Pacific Northwest, as the government monopoly known as the Grain Corporation one day recently held 150 cars of wheat on track at Tacoma, lacking means to dispose of it.

BUYERS of durum wheat at Minneapolis have been notified by F. L. Carey, local agent of the Grain Corporation, that hereafter they will not be permitted to select the purchases, but will have allotments made to them.

K. P. KIMBALL, one of the best known men in the Michigan Bean Trade, has been placed in charge of bean distribution by Herbert Hoover. He has resigned the management of the Isbell Bean Co., at Detroit, and removed to Washington.

THE BOARD OF GRAIN SUPERVISORS for Canada on Nov. 21 received authority from the Royal Commission on Wheat Supplies at London, Eng., to pay \$2.21 for all allocations of Canadian wheat for the remainder of the season, thru the Wheat Export Co.

WE ARE ADVISED by the Quartermaster General that instructions have been given to all quartermasters by whom purchases of forage are made to the effect that contracts will call for specified quantities only, and will not include any provision for increase or decrease in quantities as in the past.—C. H. Langenberg, of Advisory Committee on Remount Service.

HERBERT HOOVER, in the report he is required to make to Congress monthly states that his expenditures for the month of October were \$99,805. The Grain Corporation received from the sale of its capital stock during October \$10,000,000, from grain sales \$40,438,542, from guaranteed and operating expenses fund, \$589,462, and from reserves for marine insurance \$47,894, making total receipts amounting to \$51,075,898.

BROKERS, commission houses and firms, or any person accepting or procuring orders for future delivery to be executed on exchanges are required to file sworn statements with the internal revenue collector showing the full name of each person, or firm, and if a corporation, the name and place of business of each officer, and renew them on July 1 each year.

THE WHEAT EXPORT Co. has been granted a \$30,000,000 ninety-day acceptance credit, secured by wheat in transit from Canada and the interior states to the Atlantic seaboard. Twenty-one New York banks, headed by the Corn Exchange Bank, compose the syndicate. The acceptances are to run for ninety days and are rediscountable at the federal reserve banks.

GEN. THOMAS CRUSE, the officer in charge of expediting payments for all supplies sold the army, has practically guaranteed that payments for hay and oats can be made within 24 hours after cars are unloaded, and asks that if any dealers are experiencing delay the matter be brought to the attention of the advisory com'te of the council of national defense having charge of the purchase of animals for public and remount service.

PRESIDENT WILSON issued an order Nov. 27 directing the Food Administrator "To find that a just, reasonable, and fair profit is the normal average profit which persons engaged in the same business and place obtained prior to July 1, 1914, under free competitive conditions; to indicate, if he shall see fit to do so, what margin over cost will return such a just, reasonable, and fair profit; and to take such legal steps as are authorized by said act to prohibit the taking of any greater profit."

MR. HOOVER on Nov. 26 announced that President Wilson had approved a recommendation of the food administration "That the alcoholic content of beer shall be reduced in the first instance to 3 per cent maximum and that the volume of grain to be used in brewing shall be reduced to an amount approximately 70 per cent of the amount of grain formerly used, enabling the brewing of the same volume of beer. Further, provisions are being made to increase the maximum output of cattle feed from brewing establishments."

SWITZERLAND is to plant an additional 123,552 acres to breadstuffs grains this fall. All owners and renters are required to sow at least as much land to grains as they did for the 1917 crop. To bring about the increased planting the government has agreed to purchase wheat, rye, one grained wheat and emmer of Swiss production in 1918 at a minimum price of \$9.65 per 220 lbs., and the spelt at \$8.69 for the same quantity. Minimum prices for the 1919 crop are fixed at \$8.69 and \$7.72 respectively, but higher prices will be paid if the price of imported grains are higher.

IN ANSWER to inquiries from the important bean-producing sections the United States Food Administration announces that it has fixed no price on beans and does not contemplate doing so. The Army and Navy purchased specific lots of beans to be shipped before Nov. 15. The Federal Trade Commission advised as to costs of beans in the hands of dealers and the Food Administration advised as to where these orders might be placed, but the purchases were made by the properly constituted authorities, i. e., the Quartermaster General of the Army and the Paymaster General of the Navy.—Food Administration.

Chicago Hearing on Proposed Changes in Federal Grades

Pursuant to the call issued by the Bureau of Markets, Chas. J. Brand, chief, at 9:36 a. m., Dec. 4, called to order a meeting at Chicago to consider changes in the federal grades as suggested by the questionnaire in the Journal Nov. 25, page 802.

Adolph Gerstenberg, for the Chicago grain trade, recommended that the corn grades remain as they are. "In view of the changed standards of moisture No. 3 is the commercial grade and therefore in it no heat damaged kernels should be allowed."

P. P. Donahue, Milwaukee: At a preliminary meeting at Milwaukee yesterday we favored continuing the No. 3 grade as it is, without heat damaged kernels.

Bennett Taylor, Crawfordsville, Ind.: We feel that there should be no change in the corn grades. We have the farmers now educated to the corn grades.

J. M. Brafford, Indianapolis: An inspector would be obliged to reject No. 3 grade unless he could make some allowance, say $\frac{1}{4}$ of one per cent for corn caught in the boot of the elevator. If they do not allow a single kernel they would have to reject a good deal of corn. White corn millers will object to more than $\frac{1}{4}$ of one per cent. The grain dealers have agreed on $\frac{1}{2}$ of one per cent.

Mr. Donahue: The operation of elevating No. 2 is the same as No. 3 and if we allow heat damaged kernels in No. 3 we must do it in No. 2.

Mr. Taylor: I think Mr. Brafford's point is well taken that there should be a very small allowance of heat damaged for accidental admixture.

Mr. Brand: *Shall a test weight per bushel for grades Nos. 3, 4 and 5 be established, and if so what shall be the minimum test weight?*

Mr. Brafford: Corn millers are very anxious that we have a test weight on corn, and agreed that the present weights of 55 and 53 be left as they are, and recommend 51 for No. 3, 50 for No. 4 and 48 for No. 5.

Mr. Donahue: Personally I favor a test weight on the lower grades.

F. B. Tompkins, chief grain inspector, Peoria, Ill.: I favor a test weight on the lower grades.

E. M. Wayne, Delavan, Ill.: It has not been discussed by the Illinois Grain Dealers Ass'n.

Mr. Brand: *Shall the class designation common and red durum be changed, and if so, what should be substituted therefor?*

Mr. Gerstenberg: We deem it best, after discussion, to leave this to the Northwest where they handle so much of it.

Mr. Brand: *Shall the subclass red spring humpback in class 1, and red durum in class 2, be eliminated?*

Mr. Gerstenberg: We protest against its elimination, and desire to have it remain as it is.

Mr. Brand: *The official standards specify that "any grain which, when free from dockage, contains more than six per centum of grain of a kind or kinds other than wheat shall not be classified as wheat." Shall this definition for wheat be changed, and if so, what definition is suggested?*

J. M. Brafford: Indianapolis answers yes; and we say throw it into sample grade.

Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n: Replies from our members to this question are limited. One says 10 per cent; and one "Go back to the old standards."

Mr. Brafford: Indiana raises a good deal of rye and it is difficult to keep it from being mixed in. A great deal of wheat that is fit for milling fails to grade as the rule reads now.

Mr. Donahue: Milwaukee feels that a higher percentage of mixture should be allowed, and still grade wheat. It ought to run up to 20 and 25 per cent before grading mixed.

Mr. Wayne: In moving machines they carry rye and it imposes a hardship on the producer to limit it to 6 per cent.

Mr. Brand: Under the Food and Drugs Act by regulation, the limit also is 6 per cent of rye, making a wheat certificate in excess misbranding. It might be open to change by agreement with the Bureau of Chemistry.

Dr. J. W. T. Duvel, office of grain standardization, Washington: It is a sample proposition either way you handle it. It is a question whether it should be shipped as wheat or mixed grain, in interstate commerce.

Mr. Taylor: If we get the percentage too high the farmer will get careless.

Mr. Gerstenberg: We have had wheat up to 38 per cent of rye mixture, and the inspector gave us the benefit of his inspection. I can see where "mixed grain" will cover a multitude of sins hereafter.

Mr. Riley: It is recommended by our trade that there be 10 per cent instead of 6 per cent. Wheat can carry up to 10 per cent rye without damage to the flour. Limiting it to 6 per cent visits the penalty on the farmer or shipper who happens to have a small percentage. I believe there should be a degree of latitude allowed to the producer of grain. Under close grading there is a tendency to reduction of acreage. Just substitute 10 for 6 per cent and carry the same ratio in the other grades.

Dr. Duvel: We find 2 per cent can be detected in the flour and always in the bread.

Samuel T. Graff, Chicago: It is almost impossible to get the miller to accept wheat with 6 to 8 per cent of rye. We have had to dispose of it to the Wheat Export Co., or to be ground for export consumption. We will injure the millers if we increase the percentage of other grains.

Mr. Brand: *Shall the grades of mixed wheat be changed, and, if so, what changes are suggested?*

Mr. Gerstenberg: Our recommendation is that mixed wheat shall be designated according to the class of grain which predominates, except that if less than 10 per cent it need not be stated.

There should be added to and made a part of its grade designation the word "mixed," and the names of the classes which compose the mixture in the order of their predominance, together with the approximate percentage of each class.

Mr. Graff: Wheat should be graded according to quality. If 61 lb. wheat con-

tains 10 per cent rye it is thrown down to No. 4. It is unfair to wheat that is heavy in test and sound, to throw it down in grade on account of a few per cent of mixture, in the application of the rules.

No. 5 wheat, in some cases, is better than No. 3 wheat, but under the fixed prices of the Food Administration, we can not pay the producer his due. Wheat ought to be graded No. 2, No. 3 and No. 4 mixed, rather than down in grade, and then the approximate percentage should be stated.

Mr. Donahue: We will not go very far until we get into the price-fixing question. The high grades ought not to be fined by calling them sample, when the high quality is there.

Mr. Brand: At Toledo it was stated that Michigan shippers were mixing a few bushels into the red or white wheat to throw the grain under the mixed classification.

Dr. Duvel: What would be the situation at Chicago if 40 percent of the wheat went as mixed wheat?

Mr. Graff: An injustice is being done now. If wheat has 11 per cent it is sold on the value. If it has 10 per cent it is sold as No. 5.

Mr. Brand: Should not the price fixing committee make its buying more elastic?

Mr. Graff: No. 4 would be no higher than No. 3. Wheat as good as No. 1 will grade No. 4.

Mr. Hegwein, New York supervisor: The Food Administration Grain Corporation has taken off the limit on No. 3 and is paying within one cent of No. 2.

Mr. Brand: There is a lack of uniformity. In one zone they are doing one thing, and in another zone they are doing another.

Mr. Donahue: In Milwaukee the change has not gone into effect, but it seems to have in Minneapolis.

Mr. Brafford: The Grain Corporation does not give us proper information. You can sell No. 3 wheat within 2 cents of No. 2; and No. 5 wheat within 5 cents of No. 2. We do not get the information from the Corporation, and do not know whether we are obeying the law or not.

Samples are being sent in paper sacks when they are ordered to send them in air-tight containers. One member of the Corporation stated that it was to the advantage of the shipper not to ship in an air-tight container. If the Corporation would let the supervisor handle the sample it would be better, rather than send the sample to Philadelphia.

Mr. Brand: We feel the samples should be handled thru the inspection departments of the different markets.

W. J. Farrell, inspector of the Grain Corporation at Chicago: In the Chicago zone we give no grade on samples not arriving in air-tight containers.

Mr. Brafford: There is collusion between the shipper and miller to get higher prices.

Mr. Brand: At Toledo Mr. Mennel expressed the opinion all samples should come in air-tight containers.

Mr. Taylor: It is also unfair for the Grain Corporation to recognize any sample not in an air-tight container.

Mr. Brand: *Shall the definitions and grades for smutty wheat be changed, and if so, what changes are suggested?*

Louis T. Sayre, Chicago: Wheat containing over one smut ball to 50 grams should not be graded over No. 4. Any wheat that contains smut should be put in the lower grades, and not higher than No. 4.

Mr. Riley: Some reports from our members suggest "No changes."

Mr. Donahue: Milwaukee favors present grades as in paragraph b.

Frank B. Rice, Chicago: I am chairman of the Grain Corporation's local price com'te. We do not believe that any smutty wheat should be graded above No. 3. It can never be made No. 1. Machinery has not been perfected that will remove the smut or the odor. The wheat can not be used as clean wheat. It always gives a blue cast to the flour.

We first investigated what it would cost us to remove smut. One of the largest handlers said they had given up handling smutty wheat. The cost was $1\frac{1}{4}$ cent per bushel when there was a slight percentage of smut and we docked $1\frac{1}{4}$ cent per bushel. Greasy smut took 3 operations of the machine, at corresponding greater cost.

When the berry is contaminated it should go into sample grade. We do not believe the rule should stand. We have asked that the wheat be graded as smutty wheat. At Milwaukee they are careful and conscientious in grading, but we have had wheat that graded No. 1 northern at Milwaukee grade No. 1 northern, smutty, when it got here, the smut balls having broken in transit.

Mr. Gerstenberg: We recommend that the top grade be not above No. 3 and wheat showing contamination or smutty ends shall be graded sample.

Mr. Brand: *Shall the specifications for treated wheat be changed?*

Mr. Gerstenberg: We recommend that present specifications on treated wheat be maintained.

Where treated wheat is mixed with other grades, regardless of the amount used, the same should be noted, and inspected as treated wheat.

Mr. Sayre: Fifteen or twenty per cent should be allowed in a mixture. Should there not be some encouragement for treating smutty wheat, as it is an expensive operation?

Mr. Taylor: The best place to treat the wheat is on the farm before they sow it.

Mr. Riley: One of our members favors permitting 10 per cent in treated wheat.

Mr. Brand: *Shall the minimum test weight per bushel, maximum moisture content be changed?*

Mr. Brafford: The Indianapolis market is satisfied with this test weight.

Mr. Riley: Test weight for No. 2 should be reduced to 58 lbs. This contemplates a general readjustment.

Mr. Brafford: Indiana always used 58 lbs., and wheat that weighed 58, will weigh 59 lbs. under the dockage system.

Mr. Brand: At Chicago out of 81 cars of hard red winter 3 graded No. 1; 36 No. 2 and 33 No. 3; and the weight per bushel threw down only 12 of the 81.

John Lorimer, Chicago: The large berried Mediterranean wheat of Ohio and Indiana, even if bleached and blighted will weigh 60 lbs.; but the wheat coming in over the C. & A. R. R. is different. I suggest a weight of 58 lbs. for No. 2.

D. E. Stott, Detroit, Mich.: We are in favor of the present standard of test weights.

Mr. Brafford: The greater amount of moisture in the wheat of the great Mississippi valley was not properly considered in getting up these grades. Wheat now is testing around 14 per cent, and we have a fine crop. No. 2 and No. 3 grades should have the same moisture

specification. No. 1 should have 13, Nos. 2 and 3 14, and No. 5 15 per cent, and the moisture be as they now are in the others.

Mr. Rice: To successfully mill wheat it must be tempered. Several varieties of wheat the miller is forced to put into a tank of water. This moisture evaporates as the rolls get nearly red hot. The government quartermaster's specifications call for flour containing only 13.5 per cent of moisture. If more moisture evaporates we are given a settlement on the correct test.

Mr. Riley handed in a tabulated report from Indiana on 261 cars, showing that 101 graded No. 2, 126 No. 3, 33 No. 5 and one sample. On 65 cars the test weight was given, and of these 30 cars tested 60 lbs. Of the 30 cars testing 60 lbs. or over 17 had 13 per cent or less moisture; 13 had over 13%, 8 had 14% and 2 had over 14%. Of 21 cars testing 59 to 60 lbs., 4 were less than 13%, 14 were 14 or less, and 4 were 14.4 to 15%. Of the 11 cars testing 58 to 59.9 were 14% or less, and 2 14.8 and 15%. Of the wheat testing 57 to 58 lbs. one car showed 13 and the other 13.8%. A car testing 53 showed 13.6% moisture. No. 2 should be raised to 14%, and not to exceed 58 lbs. weight.

Mr. Riley: The miller buys 285 lbs. of wheat for a barrel of flour and is permitted to sell it at 13.5%. The real test is what is the maximum moisture that can be permitted in No. 2 wheat from the storage and transportation standpoints, and the producer should not be penalized.

Dr. Duvel: The 13.5% moisture in flour and 13% in wheat, are measured by two different yardsticks. The wheat test is made in boiling oil at the temperature of water; while the flour test is a vacuum test at higher temperatures, so that it is not comparable.

Mr. Riley: A very large percentage of the No. 2 has less than the maximum permitted. If we are to be penalized on all in excess of 13.5 it is natural that we should receive a premium on wheat under that. The big shipper who has the facilities can take 500,000 bus. of No. 2 and 500,000 bus. of No. 3 and make No. 2; but the man who has only No. 3 is penalized. The shipper should not be penalized.

Mr. Taylor: We feel 14% moisture is safe if it weighs 59 lbs. No. 2 and No. 3 should be the same.

Mr. Brand: Had the $\frac{1}{2}\%$ been allowed at Toledo 175 additional cars would have graded No. 3 or better and probably No. 2. This seems to argue for $\frac{1}{2}\%$ difference rather than 1%.

Mr. Lorimer: I believe 14% will not keep at all temperatures. I am not saying that it would not in Arizona; but in this market 14% gets pretty soft.

Mr. Brafford: Wheat has been kept in Indiana for 18 months and came out cool at 14%. Country dealers do not handle their wheat over as they should.

Mr. Taylor: A miller south of us says he can take care of 14% wheat by running it.

Mr. Brand: At Indianapolis out of 102 cars 4 graded No. 1, 13 No. 2 and 41 No. 3; and of the 54 cars grading 2 and 3 only 7 were graded down on account of the moisture content.

Mr. Brafford: Most of our large millers are satisfied with 13.5%.

Mr. Brand: Ohio millers expressed contentment with 13%.

Shall maximum limitations for total damaged, heat damaged, total inseparable foreign material, and special limitations for inseparable foreign material be changed, and if so, what changes are suggested?

Mr. Taylor: We have had a little complaint from millers because they could not allow us more for the wheat, as they could take care of more skin-burned wheat than the rule allowed. The miller is buying the wheat on the government proposition, and he feels he is prevented from paying us what the wheat is actually worth on its merits.

Mr. Sayre: We call it sun-kissed, not skin-burned. Put the wheat in a bin a couple of years and it darkens up and some people call it skin-burned.

Mr. Brafford: Indianapolis voted to let it stand as it is.

Dr. Duvel: Replying to Mr. Sayre I would say if you can smell it it is heat damaged.

Mr. Brand: *If all the garlic and wild onion bulblets are removed in the dockage and none remain in the dockage-free wheat and no odor is present, shall the garlic and wild onion be considered in the grading of the wheat?*

Mr. Brafford: Many years ago we had a little onion in one corner of Indiana, and now it is creeping all over the state like paralysis. Twenty years ago there was absolutely no smut in Indiana. If you temporize with the farmers they will be lazy housekeepers and will not keep out the smut. Let the certificate show the smut.

Mr. Sayre: Let garlicky wheat be hot and handled on sample.

Mr. Gerstenberg: The certificate should show that the shipment contained garlic and wild onion.

Mr. Brand: *Shall dockage and smut dockage be expressed in terms of whole per centum instead of half per centum?*

Mr. Gerstenberg: We offer the following: All wheat up to .50% to be free; .50 to 1% to be 1%; 1.10 to 1.50 to be $1\frac{1}{2}\%$; 1.60 to 2 to be 2%; 2.10 to 2.50 to be $2\frac{1}{2}\%$; and 2.60 to 3 to be 3%, and so on.

The following also has been handed to us and we offer it for your consideration: That all wheat containing up to .50% to be free; .50 to 1% dock 1%; 1 to 2% dock 2%; 2 to 3% dock 3%, etc.

When I deliver a car of wheat with smut that does not reach the $\frac{1}{2}\%$ it seems to me that I am securing something from the Grain Corporation that I am not entitled to. Twelve cars of wheat having $\frac{1}{2}\%$ dockage were unloaded into an elevator, and laid there for 10 days. Nothing was done to this lot of wheat; but when loaded out the dockage was found to be $1\frac{1}{2}\%$, by all of the three departments that had inspected it in as $\frac{1}{2}\%$. The smut is there. Up beam on scale should decide when over or under specifications.

Mr. Riley: From the shippers' standpoint we are satisfied with the present schedule of dockage.

Mr. Sayre: The large machine in the elevator docks the wheat more than the small machine of the inspector.

E. M. Wayne: Illinois shippers are satisfied with the rules, but object to the manner in which the dockage is being taken in some localities. The shipper should be paid for dockage that has some value. At some markets in the east the dockage has been very severe, and if the system of dockage is continued it will breed a disposition to take something for nothing. I believe the government can regulate this so that the shipper can get some benefit.

Mr. Riley: I indorse the suggestion of Mr. Wayne. The theory was that the farmer would present the grain dockage free; but it absolutely fails in practice.

We are developing a sentiment in the breast of the farmer that is not best for the country. The farmer should receive something for that dockage. On some cars the dockage was worth \$125, and someone got \$125 for nothing. We are unwilling that the shipper or farmer should be penalized for the benefit of another.

Mr. Brand: That is a matter we can not deal with. At Toledo it developed that the dockage should be taken off on the price.

Mr. Graff: If a large amount of dockage is contained the shipper probably could arrange with the Food Administration Grain Corporation to have the dockage taken out and be paid for it.

In August, during the month between the new wheat grading rules went into effect and the Grain Corporation began we lost money on the wheat we handled.

Mr. Sayre: We lost \$61.87 on a car of wheat handled thru our house for the account of the Grain Corporation.

Mr. Donahue: We can not get enough out of the dockage to pay for the cleaning. Paying for the dockage would work against crop improvement.

Mr. Graff: Regarding loading vessels we can not get the supervisor to put a grade on it until the entire cargo is on the boat. During 3 or 4 days loading 300,000 bus. corn in a vessel the supervisor would not give a grade until the entire cargo had been loaded and we would not know that the boat had to be called back and unloaded until it was out in the middle of the lake. We could readily remedy defects if we had notice in time.

Mr. Brand: We have no jurisdiction until the inspection certificate comes before us.

Shall licensed inspectors be prohibited from certifying to the grade of any lot or parcel of grain unless the samples are drawn by themselves or by samplers who are approved for the purpose by the Secretary of Agriculture, and who are not interested, financially or otherwise, directly or indirectly, in any grain elevator or warehouse, or in the merchandising of grain, nor are in the employment of any person owning or operating any grain elevator or warehouse?

Mr. Brafford: We recommend that the government place a responsibility on the samplers by licensing them. Our yards are scattered 8 to 10 miles and the inspector is at the mercy of the samplers.

Mr. Gerstenberg: At Chicago we feel no one should pass a sample to an inspector unless he is licensed.

Mr. Riley: The sampling being one of the most important features, the sampler should be licensed with penalties behind him.

Mr. Brand: *Shall a licensed inspector, in his discretion, be permitted to issue an "out" inspection certificate based on a sample of grain drawn for the purpose of an "in" inspection when the identity of the grain represented by the sample is preserved; and if so, what time limit following the first inspection should be imposed upon the issuance of the "out" certificate?*

Mr. Brafford: It would delay the car a day to send the inspector back to get another sample. Within a certain limit of temperature he could use the same sample on No. 3 corn; but if below No. 3 he should go and get another sample.

Mr. Gerstenberg: We answer the question, yes; provided not more than 24 hours have elapsed since it was sampled. He can use either the original sample

or draw a new one, but he must do it in 24 hours, to get away from the demurage.

Mr. Brafford: I think 24 hours would be about right.

Mr. Riley: Shippers favor 24 hours.

Mr. Brand: *Shall licensed inspectors be required in all cases to state on the certificate the reasons for grading grain No. 3, No. 4, No. 5, No. 6, or sample grade?*

Mr. Gerstenberg: Our answer is, yes.

Mr. Brafford: Indianapolis feels the same way.

Mr. Riley: This is very valuable to the country shipper.

Mr. Brand: *Shall fees for appeals and disputes be lowered?*

Mr. Gerstenberg: No.

Mr. Brafford: We say the same. We have not had 6 appeals. If the shipper is captious he ought to pay for it.

Mr. Brand: We have had about 500 appeals.

What regulations, if any, shall be made covering the issuance of "split" certificates?

Mr. Gerstenberg: We recommend that the present system be continued. Particular care is taken in moving wheat from Duluth to Chicago to keep the wheat under control. With regard to the last car loaded out we have not had any trouble here.

Mr. Hegwein, New York: A cargo loaded into the boat as No. 2 corn showed 5 or 6 cars of No. 5, heat damaged, when arriving at New York.

Mr. Donahue: The split certificate works all right with us.

Mr. Gerstenberg: I would ask that a stricter construction be placed on sampling, particularly on shallow sampling.

Why can one market use a buckwheat sieve and another market use the fine sieve? Some markets are docking on the buckwheat sieve.

A. A. Breed, Milwaukee: Has there been a ruling on split certificates? I have never been able to get a ruling.

Geo. Livingston: There has been no ruling.

Mr. Donahue: There is quite a variance in the different markets, both on dockage and on grades. I had a thought that the supervisors should travel. We often find quite a difference that should not exist if the supervisors would travel among the different markets to assist the local inspectors in interpreting the rules. In all markets there should be one method of determining dockage. There

is a difference in the results at Sioux City, Milwaukee and Chicago.

Mr. Brafford: The supervisors ought to travel about from one market to another.

Adjourned.

Among those present were the following: Battle Creek, Mich.: J. W. Strickland.

Bloomington, Ill.: A. N. Steinhart, sec'y

Illinois Farmers Grain Dealers Ass'n.

Peoria: Frank P. Tompkins, chief grain

inspector.

Chicago: Adolph Gerstenberg, Samuel T.

Graff, Frank B. Rice, J. W. Radford, John

Lorimer, Louis T. Sayre, W. J. Farrell of

the Grain Corporation.

Crawfordsville, Ind.: Bennett Taylor.

Delavan, Ill.: E. M. Wayne.

Detroit: D. E. Stott.

Indianapolis: J. M. Brafford; Chas. B.

Riley, sec'y Indiana Grain Dealers Ass'n.

Mexico, Mo.: D. L. Boyer, sec'y Missouri

Grain Dealers Ass'n.

Milwaukee: Wallace M. Bell, Lyman G.

Bournique, P. P. Donahue and A. A. Breed,

chief grain inspector.

Toledo: Chas. Quinn, sec'y National

Ass'n.

Buro of Markets: Chas. J. Brand, Mr.

Quiggle, Geo. Livingston, Mr. Hegwein, J.

W. Carroll, Dr. J. W. T. Duvel and V. E.

Butler.

Solum's Elevator at Hitterdal, Minn.

At Hitterdal, Minn., on the Winnipeg branch of the Northern Pacific, the Solum Elevator Co. has built, equipped and now is operating an elevator in every way capable of giving the grain growers of that section the very best service.

This company is owned by M. J. and P. P. Solum. Theodore Hammer is agent at Hitterdal. The company handles seed corn and coal in addition to doing a general grain business.

The main plant is 20 by 30, providing room for five hopper bottom bins and six flat bottom bins. The annex is 20 by 50 and has six bins. The capacity of the elevator is 40,000 bus. Special attention and care was given to the selection and installation of equipment. Cups for elevating the grain are 5 by 10 inches.

The one dump is equipped with a 12,000-lb. Dump Scale. The hopper scale has a capacity of 3,800 lbs.

Power is furnished by two Gas Engines, one of 6 h. p. and one of 4 h. p. Equipment includes also one distributor and a cleaner, both of approved design.

The office occupies a space 18 by 20 in a separate structure as shown in the illustration, which also gives an idea of the arrangement of the several buildings and shows the central location of the home of the managing intelligence.



New Elevator of Solum Elevator Co. at Hitterdal, Minn.

Seeds

FLOWER SEEDS will be omitted this season from the Congressional free seed distribution.

ROCKY FORD, COLO.—A 2-story seed house, 60x70 ft., has been erected by the Robinson Seed Co.

PORT HURON, MICH.—The Peninsula Seed Co. has increased its capital stock from \$40,000 to \$70,000.

SIoux CITY, IA.—Geo. H. Cummings, sec'y of the Iowa Seed & Nursery Co., was killed recently in an automobile accident.

MARQUETTE, NEB.—Alfalfa seed is very scarce in this country. I expect to move to Aurora March 1, but will continue my seed business as in the past.—E. G. Rayniers.

A WAGON LOAD of clover seed, delivered by a farmer to a buyer in Fargo, N. D., brought the producer a check for \$3,247.17. He is awarded the pennant until a more valuable wagon load is reported.

MOOREHEAD, MINN.—The H. L. Landbohm Seed Co. has been merged in the Interstate Grain & Seed Co., recently organized with \$50,000 capital stock, and will operate plants at this city and Fargo, N. D.

H. W. DOUGHTEN, of Brooklyn, N. Y., has registered as trade mark an etching of a liberty statue with which is combined the word "Liberty," as a particular description of grass and field seeds. Use is claimed since July 10, 1917.

DENVER, COLO., Dec. 7.—The bean movement from the farmers is almost nothing at the present time, and the demand is very light for all cars in transit. Until there is a good advance in beans we look for almost no movement at all.—K.

LANSING, MICH., Dec. 5.—Seed threshed up to and including Nov. 17 was as follows: Peas, 139,130 bus.; timothy seed, 8,733 bus.; June clover seed, 3,602 bus.; mammoth clover seed, 6,836 bus.; alsike, 21,007 bus.; and beans, all kinds, 777,093 bus.—Coleman C. Vaughan, sec'y of state.

COLUMBUS, O., Dec. 1.—Twenty-nine per cent of the area sown to clover in 1916 was cut for seed, and it is estimated that the yield was 1.4 bus. per acre. The area cut for seed is somewhat less than last year, while the product per acre is about the same.—N. E. Shaw, sec'y of agriculture.

Aircraft engine lubrication during 1918 will require, it is said, all the oil that 50,000 acres of castor beans will produce. A company at Fort Meyer, Fla., has planted several hundred acres and seed is being distributed to farmers in that locality. Being well below the frost belt the company is planning to seed 1,000 acres and also to provide an outlet for farmers' crops.

Clover Seed Movement in November.

Receipts and shipments of clover seed at the various markets during November, 1917, compared with November, 1916, were as follows:

| | Receipts. | | Shipments. | |
|------------------|-----------|---------|------------|-----------|
| | 1917. | 1916. | 1917. | 1916. |
| Milwaukee, lbs. | 1,238,682 | 513,830 | 179,836 | 27,340 |
| Chicago, lbs. | 1,149,000 | 995,000 | 430,000 | 1,021,000 |
| Toledo, bags | 4,013 | 13,016 | 3,791 | 3,546 |
| *New York, bags | 1,989 | 1,879 | 578 | 300 |
| Cincinnati, bags | 1,028 | 2,042 | 1,079 | 973 |

*Includes timothy, alfalfa and other grasses.

KAFIR receipts at the various markets during November, 1917, were as follows: Kansas City, 88,000 bus.; Wichita, 4,000 bus.; St. Louis, none, compared with 79,200 bus. at Kansas City; 1,000 bus. at Wichita; and 32,400 bus. at St. Louis during November, 1916. Shipments during the month this year were: Kansas City, 28,000 bus.; Wichita, 4,000 bus.; and St. Louis, 39,780 bus., compared with 97,000 bus. at Kansas City; 1,000 bus. at Wichita; and 36,960 bus. at St. Louis during November, 1916.

MILLERS of Colorado have announced their intention not to sell seed grain of any kind to farmers in the state, the announcement being addressed by letter to the governor and attorney general. This action is predicated on the law passed by the last session of the legislature, exception being taken to the requirements that the sack tag show the name of seller, name of seed, percentage of purity, approximate percentage of impurity and percentage of germination. The millers acted thru J. K. Mullen, president of the Colorado Milling & Elevator Co., who also is chairman for the state council for national defense.

SMITHLAND, IA., Dec. 7.—Seed corn will be scarce in this vicinity, and I think it advisable for all grain dealers to impress upon farmers the necessity for saving every ear of corn that will grow. Otherwise this country may suffer a seed corn famine next spring. All seed corn should be tested as soon as possible, then farmers will know what to expect and will not have to worry about securing a stand. The market is sure to be good for corn next fall and we need all the country can possibly produce. I am afraid the people do not understand the food situation of this country and our allies as they should.—I. A. Cooke, agt. Trans-Mississippi Grain Co.

LA ROCHELLE, FRANCE, Nov. 15.—In the Department of the Deux-Sevres the 1917 red-clover seed crop has not been very abundant, the figures of production not being available. The prices for good seed have ranged from 300 to 350 francs per 100 kilos (\$57.90 to \$67.55 per 220 pounds), and for old seed 170 francs per 100 kilos. The "Services Agricoles" of the Department of Charente report that some 2,000 hectares (4,942 acres) are set out to red-clover seed, with an estimated crop for 1917 of 3,000 quintals (1 quintal equals 220.4 pounds). Locally, throughout the Department of Charente-Inferieure, the crop will amount to about 4,500 quintals. In view of the very limited crop in prospect for 1917, no exports of the seed will likely be made from this port.—U. S. Consul James H. Goodier.

TIMOTHY SEED dragged this week. Just enough liquidation of December all the time to keep the market soft. Some sold outright; others switched to March. No new factors have developed. In fact, there is little to come. All the factors are pretty well discounted, and the trade know the conditions. Crop, especially in the nearby states, show a healthy one. Western states tell a different story.

Timothy Movement in November.

Receipts and shipments of timothy seed at the various markets during November, 1917, compared with November, 1916, were as follows:

| | Receipts. | | Shipments. | |
|------------------|-----------|-----------|------------|-----------|
| | 1917. | 1916. | 1917. | 1916. |
| Chicago, lbs. | 2,966,000 | 3,989,000 | 1,511,000 | 4,071,000 |
| Milwaukee, lbs. | 676,273 | 2,670,615 | 749,820 | 11,800 |
| Toledo, bags | 4,742 | 3,720 | 1,678 | 1,068 |
| Cincinnati, bags | 2,139 | 8,088 | 2,141 | 1,059 |

Many western dealers claim demand in the spring will be enormous, and are anticipating their wants at \$4.00 and under. Movement in this neck of the woods been liberal. Toledo got the bulk of it. Stocks here look huge but they quickly disappear when the spring drive starts. Considerable investment buying was due to the price as compared with other seeds; claimed that timothy would be substituted when possible. May be a long pull, but patience may be rewarded.—J. F. Zahm & Co.

From the Seed Trade.

LINCOLN, NEB.—It is almost impossible to tell what will be done in the growing of such seeds as clover, alsike, timothy and alfalfa for the next year. There is practically no clover seed in our section, no timothy and no alsike. There is, however, some alfalfa. Most of these crops were cut for hay. If the winter wheat goes thru all right, we look for a good trade on clover and timothy. Alfalfa is sown in this section in the fall.—Gunn Seed Co.

MILWAUKEE, WIS.—From a very lively trade beginning early in fall and continuing up to recently, trade is now at its holiday period and has been very slow the past few weeks. Outside of red clover, seed has been pretty well marketed. Stocks both in country and in small dealers' hands are very light. Red clover is now being threshed and coming to market, but high prices are now being paid in the country. Outside of timothy there was no carry over from last year and believe we should have a lively trade this coming season. Seeds were one of the last articles to follow up turned prices. Some articles like alfalfa and timothy are very reasonable.—L. Teweles Seed Co.

LOUISVILLE, KY.—Our state and nearby territory are not producers of clover seed, timothy and alfalfa. Crops raised in and around Louisville in the way of field seeds, are principally orchard grass and Kentucky blue grass. We are rather inclined to think that we will have about the same acreage this year as we had last. Or we may have slightly less. The acreage for the year 1917 was smaller than usual. We think there will probably be 25% of this year's crop of blue grass carried over, but the orchard grass will probably be cleaned up. Both the orchard grass and blue grass crop this year are very short, but owing to the fact that there was a large percent of old Kentucky blue grass carried over, we believe there is plenty to go around and that some will have to be carried.—Louisville Seed Co.

EVANSVILLE, IND.—There has been a largely increased acreage sown in wheat in this vicinity this fall, and this, we are informed, will be seeded in clover next spring, which naturally, will create a big demand for clover seed. On the other hand, a reduced acreage of timothy meadows in this section is quite evident, having been ploughed up for wheat, which may result in a hay famine. This, however,

Flaxseed Movement in November.

Receipts and shipments of flaxseed at the various markets during November, 1917, compared with November, 1916, were in bushels as follows:

| | Receipts. | | Shipments. | |
|-------------|-----------|-----------|------------|-----------|
| | 1917. | 1916. | 1917. | 1916. |
| Minneapolis | 1,367,300 | 1,191,800 | ..... | ..... |
| Winnipeg | 838,407 | 3,047,768 | ..... | ..... |
| Duluth | 259,000 | 175,000 | 375,593 | 2,633,258 |
| Chicago | 58,080 | 70,200 | 5,000 | 1,000 |
| Milwaukee | 1,000 | ..... | 7,000 | ..... |
| Kansas City | ..... | ..... | ..... | ..... |

may be overcome by sowing forage, such as millet, cow peas, soy beans, sudan grass, etc. No timothy, alsike or alfalfa is saved for seed in this vicinity. An unusually large crop of clover was harvested this season, in this neighborhood, and the quality better than for many years, but most of this seed has now moved. We believe there will be a large crop of cow peas harvested in this section, and this should be of great advantage to the local farmers, making it easy for them to obtain same for sowing. The seed business in this market has been unusually good all during the summer and fall, and there is an indication of the heaviest trade in the history of our concern during the next few months. Canada has been a good buyer this year.—W. H. Small & Co.

New Seed Plant at Minneapolis.

An up-to-date seed business requires buildings of the most substantial construction and an equipment of varied character. Steel, brick and concrete are none too good for such a plant, and over 500 carloads, including 2,000 tons of steel for re-inforcement, were used in constructing the new plant of Northrup, King & Co. at Minneapolis, Minn., shown in the engravings.

The main building is 420 feet long and 100 feet wide, a part of it being six stories and a part four stories in height. Two warehouses, one 302 feet long, the other 158 feet long, and the sixteen concrete tanks 75 ft. high, give the company a storage capacity for more than 100,000 bus. of seed grain.

With equipment such as is used in government experiment stations, expert seed analysts direct the weighing, measuring, sifting, counting and germination of thousands of samples of seed.

Other equipment includes the latest types of seed cleaning and purifying machines, employed chiefly in cleaning grass and field seeds. The machines are fed from large bins on the floors above and the cleaned seed flows to the floor below, where it is weighed and sacked by automatic scales.

From all parts of the many store-rooms and bins, systems of spiral chutes, elevators and trucks pour bag after bag of seed into the shipping room on the main floor. Here it is either loaded into cars



Concrete Storage Tanks and Main Warehouse of Northrup, King & Co. at Minneapolis Minn.

at one side of the building or upon trucks at the opposite side and started by fast freight, parcel post, or express, to its destination.

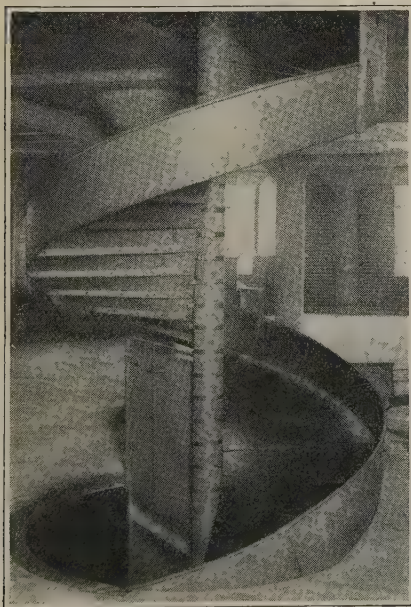
From three lines of railroad track, the bulk carloads of seed grain are dumped into hoppers beneath the tracks and carried on belt conveyors to all parts of the building. Sacked seed is routed to the shipping floor or storage department through the spiral steel chutes or by means of platform elevators. Any bin may be quickly emptied from the bottom and its contents moved on belt conveyors to any part of the building.

All power used in the plant is electrical, and the current is received at high voltage. Transformers step the current down

for use in electric motors and electric lights in every part of the plant.

Costing over half a million dollars, the plant stands a monument to the confidence of thousands of seed planters throughout the Northwest in the use of quality seeds.

WEST BRANCH, MICH.—There was practically no medium red clover seed produced in northwestern Michigan in 1917. The quantity of alsyke was about normal. The quantity of mammoth clover seed very much reduced. The quantity of all clovers to be harvested for seed in 1918 will be considerably reduced, from 20% to 30% at least.—Edw. E. Evans.



Package Chute.

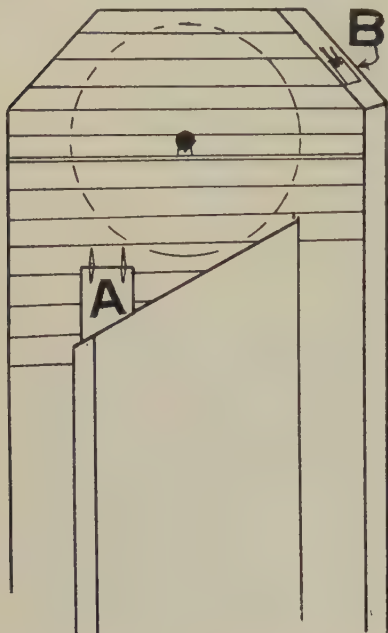


Sack Storage in New Seed Plant of Northrup, King & Co. at Minneapolis, Minn.

Watch the Elevator Head!

By INSPECTOR.

Insurance records show that many of the elevator fires of the past have had their origin in the elevator head, and the circumstances surrounding a still greater number of fires in which the cause has been given as "unknown" have pointed quite conclusively to the same portion of the plant as the place where the blaze started. These facts being recognized, it follows quite naturally that there must



Elevator Head with Peep Hole and Hand Hole.

exist in many elevator heads some conditions which are likely to become the cause of fire; and those who are familiar with the subject can readily name three such conditions. All three come under the head of friction, and may be specifically described as follows: overheated bearings; an accumulation of inflammable material on the strut board so as to rub against the head pulley; and the failure of the pulley or the belt to keep its position in the center of the hood, thus rubbing against the boards at one side.

The head bearings are usually not concealed from view, and all that must be done to remove the fire hazard due to their becoming overheated is to keep them cleaned and well oiled. The operator who is faithful and conscientious in his work may be expected to do this, but not even the most efficient operator can give as much attention to the pulley and the strut board as their importance merits unless special provision is made for doing so. If the hood is boarded up solidly, as it is in so many elevators, he cannot make an examination at frequent intervals, and as a consequence he forgets all about the pulley and the strut board until their presence is recalled when he smells smoke and finds it issuing from the elevator head. It is then too late for precautionary measures, and nothing is left but to extinguish the fire, if that be possible.

However, the really efficient operator will keep the pulley and belt running true and the strut board clean if means to this end are provided; and I am submitting a sketch of a head equipped for this purpose, with the hope that elevator owners generally will take steps to eliminate the hazards due to friction in this important portion of their plant.

The sketch shows a head equipped with two openings. The one shown at "A" is for the purpose of clearing the strut board of accumulated dust, chaff, shucks, silks, etc., and the other, at "B," is to be used for making examinations to ascertain whether the pulley is running true. Each opening should be fitted with a hinged door, with the hinges at the top so the door will not stand open, and hooks should be provided for keeping them shut except when an examination is to be made.

To clean the strut board it is only necessary to open the door "A" while the elevator is not running and with a stick or the hand rake the dirt thru the door. Part or all of it may fall into the leg, but it will find its way into the boot and be re-elevated.

The pulley may be examined when the leg is idle, but it will be much more satisfactory to determine if it be running true. It is a well known fact that a pulley which is not running true may seem to be standing in the exact center of the hood when idle, yet when revolving it will run to one side or the other; and it is not possible to get much idea of what a belt is doing unless it be operating under conditions of ordinary service.

The adoption of these two precautions will do much toward lessening the number of preventable fires, and it is one method by which the grain dealer can do his bit in the conservation of food-stuffs.

BROOM CORN sold at Coldwater, Kan., late in November at \$300 a ton, the production of that locality being 38 tons and 40 lbs. Earnings per acre from broom corn crops ranged as high as \$48.



Geo. F. Piper, Minneapolis, Minn. Deceased

George Frank Piper Dead.

A stalwart of the Minneapolis business world, George Frank Piper, Sr., has passed away. His health had not been good for over a year but no immediate anxiety was felt. About two weeks before his death he contracted bronchial trouble which developed into pneumonia from which he died Dec. 1 at his residence in Minneapolis.

Mr. Piper was of that class that finds opportunity at home. He was born in Minneapolis 61 years ago and resided there almost all the years of his life, the exceptions being a few years spent on his father's farm and his identification with the oil business at Mankato, Minn.

His education was secured in the public schools of Minneapolis, the Normal at Mankato and the University of Minnesota at St. Paul. After a year in the University he decided to engage in business instead of finishing the course. The possibilities of linseed oil production interested him and he began in a small way, later developing the business of which he was treasurer at the time of his death. The plant was located at Mankato, at which point he resided for ten years.

The rapid growth of the business necessitated seeking larger quarters and better facilities for handling its tonnage. He accordingly established the big plant at Minneapolis in 1894. This mill now supplies 20% of the linseed oil used in the United States.

His pronounced success in that, his first business venture, commanded the attention of business men of his native city. He subsequently became associated with other commercial ventures, serving as director in a number of Minneapolis concerns. He served one year as president of the Minneapolis Chamber of Commerce, as vice president for two years and as a member of the board for a great many years.

The vast grain possibilities of the great Canadian northwest attracted his attention and he became active in the development of grain producing sections. With associates he purchased over 3,000,000 acres of land and set about their conversion from wild meadows to grain producing fields. In this way a large area in the Saskatchewan Valley was brought under cultivation at an earlier date than it otherwise would have been. The agencies through which this work was carried on were the Saskatchewan Valley Land Co. and the Canadian Elevator Co.

He served as director of the Security National Bank and was a hold-over director when that institution was merged with the First National Bank, and also as director of the Minneapolis Trust Co., both of Minneapolis.

His marriage to Grace Brett in 1881 was celebrated at Mankato. His widow and four sons, Clarence B.; Louis H.; Harry C.; and George F., Jr., survive him, and also two sisters, Mrs. A. L. Warner, Duluth, and Miss Clara A. Piper, Seattle, Wash., and a brother, Charles W. Piper, Minot, N. D., who mourn their loss.

WE ARE more than pleased with the Grain Dealers Journal, and consider our subscription a good investment.—Menlo Farmers Union Co-operative Ass'n, J. S. Mahanna, mgr., Menlo, Kan.

COL. E. J. WATSON, South Carolina Commissioner of Agriculture, author of a monograph on the acidity of corn as an indicator of its keeping quality, died recently, aged 48.

Elevator Rebuilding Record.

When the members of the Palmer-Miller Grain Co., Celina, Ohio, faced the smoking ruins of their elevator March 27 last a determination was born to rebuild in time to handle this year's crops. Four weeks were required to clear away the debris. That time was utilized to have plans drawn and to assemble materials and labor, the company buying all supplies and furnishing the labor.

Plans were designed by the Efficient Erecting Co. and the work was started and carried to a successful completion under the direction of George H. Craig, of that company. The elevator was in shape to receive the first wagonload of grain the first week in July, seventy days after work on the excavation for the new structure was begun.

General Features: The new plant has a capacity of 45,000 bus. of grain and warehousing room for fifteen carloads of feed.

Foundations are of concrete with heavy footings. Building is of crib construction type thoroly iron clad. In the rear of the main structure are storage rooms for ear corn. All machinery is operated by electricity, General Electric motors being used throughout.

Receiving Equipment: Grain coming in by wagon is unloaded by an overhead dump. It is weighed on a Richardson automatic scale. A combination boot and sheller is used, the sheller being located in the boot chamber but, above the boot floor level.

Power for the sheller is furnished by a 15 h. p. General Electric motor, silent chain drive made by the Link-Belt Co. being employed. A 5 h. p. General Electric motor furnishes power for the feeder shaft drive.

From the boot the grain is elevated and, if its condition requires, is passed through

a double shoe corn and grain cleaner, which is located in the cupola.

A 5 h. p. General electric motor, using the Link Belt silent chain drive, operates the receiving leg. A 10 h. p. motor of the same make operates the cleaner.

Two additional legs are provided for handling grain. A Hall Distributor receives from these legs in the cupola, and delivers to the storage bins. This distributor has an ear corn attachment and is employed to deliver ear corn to the special bins provided, as well as to distribute other grains.

A 24-in. Scientific single disk grinder is employed, this device being driven by General Electric motor with Link Belt silent chain drive.

Other equipment includes a Clipper Seed Cleaner and a grain drier.

A Lee dust collector has been installed to overcome the hazard incident to an accumulation of dust and to enable the operators to profit by the sale of the "collections."

One of the interesting features of the equipment is the man lift which is operated between the working and the cleaner floors. This device saves much time and many a weary step for the operatives.

In explanation of the paucity of detail in the plans it should be stated they were very hurriedly drawn, the salient features of structure and equipment indicated and the details worked out as the building progressed.

The owners are highly pleased with the result of intensive efforts of themselves and their engineers. This is one case where the grain man was alive and awake

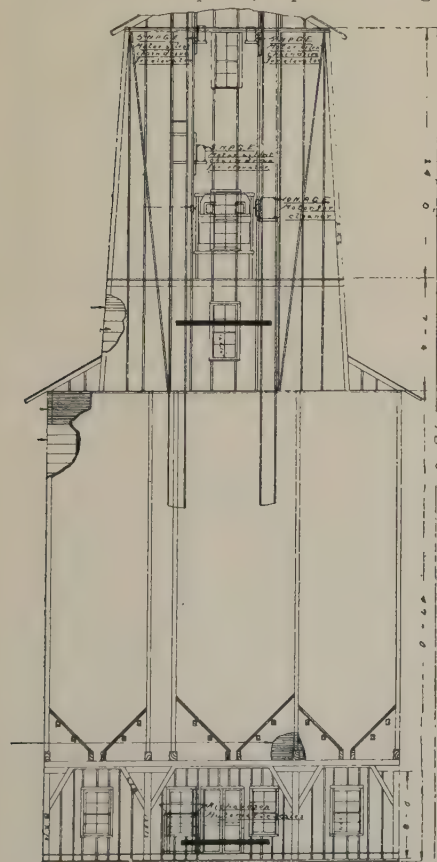
to the necessity of providing adequate facilities for handling the grain crops quickly and of providing machinery to give the grain the attention needed as soon as received.

Owners and engineers are to be congratulated on the excellent time made and their refusal to permit existing conditions to disarrange their plans.

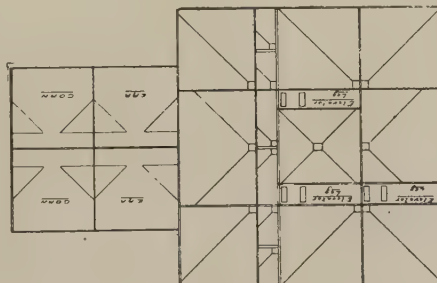
\$152,500,000 for Food and Fuel Administration.

The Food and Fuel Administration is estimated by the sec'y of the U. S. Treasury to require the disbursement of \$152,500,000.00 for the current fiscal year. This is three times the sum estimated for the Dept. of Agriculture, \$51,354,000, and nearly thirty times the amount estimated for the Interstate Commerce Commission, \$5,616,000.

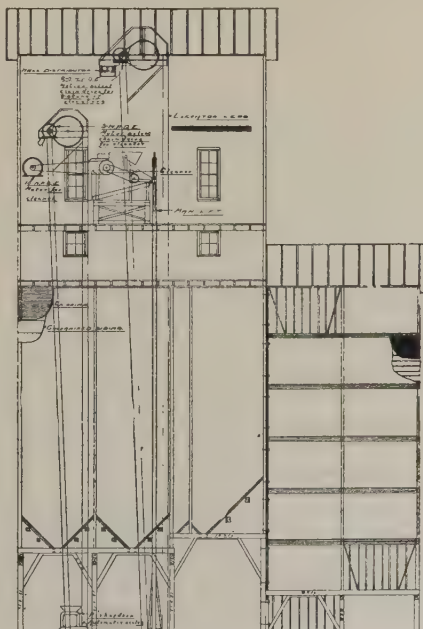
In view of the fact that grain men are giving their services free of charge as agents of the Food Administration and the millers are paying the Food Administration a commission of over 2 cents per bushel on all wheat milled it would be interesting to learn what the Food Administration contemplates doing with so large a sum of money. Is part of this sum to be expended in buying food for the starving Belgians, Italians and Russians?



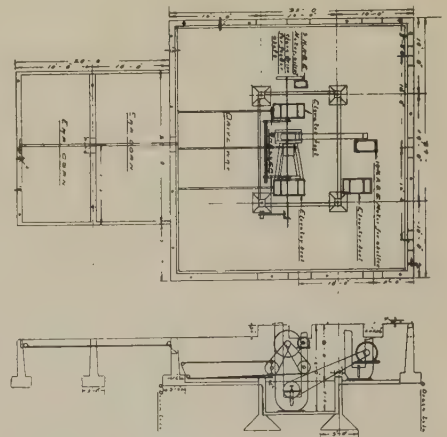
Cross Section.



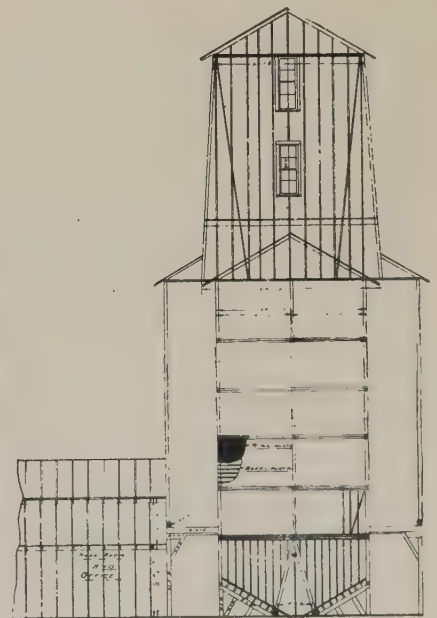
Bin Plan.



Longitudinal Section.



Basement Plan.



Section Thru Ear Corn Storage.

Grain Trade News

ARKANSAS

Pine Bluff, Ark.—The Westbrook Grain & Mfg. Co. is installing a 300 bu. per hour sheller to handle snapped corn, and contemplates installing a drier for meal and chop and electric motors to operate its plant.

Fort Smith, Ark.—The Western Grain Co. has recently completed a corn mill which has a capacity of 600 bus. per day. The plant cost about \$12,000 and it will be operated in connection with the company's grain business.

CALIFORNIA

San Francisco, Cal.—The elvtr. and milling plant of the Albers Milling Co. was destroyed by fire of unknown origin Nov. 22 with a loss of \$300,000. The blaze was discovered in an elevator shaft on the third floor of the mill by a watchman shortly before 4 a. m., and altho an alarm was immediately turned in the building was enveloped in flames before the arrival of the fire apparatus. The plant was a 3-story concrete structure.

CANADA

Ottawa, Ont.—The Gold Grain Co., Ltd., has been incorporated with capital stock of \$200,000.

Blenheim, Ont.—The Empire Flour Mills Co. contemplates installing electric power in its elvtr. and mill.

Edmonton, Alta.—The Gillespie Elvtr. Co., Ltd., incorporated; capital stock, \$200,000; provisional directors, John Gillespie, Edmonton, and Wm. Gillespie, Grande Prairie.

Peterboro, Ont.—Included in the installation of machines in the new elvtr. of the Quaker Oats Co. will be a total of about 60 Invincible Cleaners, dust collectors and packers.

McTavish, Man.—The elvtr. and engine house of the Ogilvie Flour Mills Co. was destroyed by fire of unknown origin Nov. 24. The elvtr. was a small one and only about 3,000 or 4,000 bus. of wheat were consumed.

Montreal, Que.—Cecil Rice-Jones, first vice-pres. and mgr. of the western division of the United Grain Growers, Ltd., and former pres. and gen'l mgr. of the Alberta Farmers Co-operative Elvtr. Co., Ltd., has succeeded T. A. Crerar as acting gen'l mgr. of the United Grain Growers, Ltd. Mr. Rice-Jones will act in this capacity during the absence of Mr. Crerar as Minister of Agriculture.

Port Arthur, Ont.—The Saskatchewan Co-operative Co. will build an elvtr. on the Port Arthur north end water front at a cost of \$450,000. The plant will have a receiving capacity of 12 cars per hour, and a shipping capacity to boats of 45,000 bus. per hour. It is to be ready to handle the crop of 1918. Elvtr. "B" of the Canadian Northern Railroad is also to be rebuilt during the winter, the cost of this plant being \$500,000.

Regina, Sask.—J. A. Maharg, of Moose Jaw, was re-elected pres. of the Saskatchewan Co-operative Elvtr. Co. at the annual meeting which was held recently. Hon. Charles A. Dunning has retired as gen'l mgr. of the company to accept a portfolio in the Saskatchewan cabinet. Reports were submitted showing a profit of \$350,572 after making allowance for interest on loans, depreciation and war taxes, and the total assets of the company showed an increase of \$1,500,000 over the amount a year ago. A dividend of 8% was declared, leaving a balance of \$279,807 to be carried to the surplus account.

Calgary, Alta.—I am now traveling elvtr. supt. in Alberta for the Pioneer Grain Co., of Winnipeg. My headquarters are at this place.—Ray S. Drake.

FORT WILLIAM LETTER.

The council of the Grain Exchange has approved the following transfers of membership: From A. Sellars to J. H. Irwin, T. J. Gould to C. E. Austin, H. W. Robinson to J. Stewart, and E. P. Sutherland to C. Stewart Langillo.

The board of grain supervisors has notified the Grain Exchange that it is not permissible to pay premiums above the price fixed by the Board on specific grades of wheat. This makes sample market trading for grades of wheat on which prices have been fixed no longer operative.

The Wheat Export Co. has signified its intention of purchasing grain from members on the Grain Exchange. Heretofore the members of the Exchange had to sell wheat to the Export Co. thru an agent in Winnipeg. The change places this Exchange on a parity with the Winnipeg Grain Exchange, in so far as wheat is concerned.

WINNIPEG LETTER.

The Anchor Elvtr. Co. has taken out a permit to build a drying plant to cost \$20,000.

The elvtr. of the Northwestern Elvtr. Co., Ltd., was declared regular by the council of the Grain Exchange at its meeting Nov. 22.

The Grain Exchange has asked the authorities for military protection for grain in storage at Fort William and Port Arthur. Its value is said to be approximately \$100,000,000.

F. M. Black, formerly pres. of the Board of Trade, Calgary, Alta., and until recently a member of the Alberta public utilities com'n, has resigned his position as commissioner to accept a position as treas. of the United Grain Growers Co. He assumed his new duties Dec. 1, with his office at this place. E. J. Fream has been acting as sec'y-treas. of the company, but Mr. Black will take over all of the duties as treas.

The council of the Grain Exchange adopted the following resolution Nov. 28: That at the opening Nov. 29 new style futures in December, May and July oats be opened, the contract grades to be No. 2 Canadian whites, with privilege of delivering on contracts, first, a higher grade of oats; second, No. 3 Canadian whites at 3c discount; third, extra No. 1 feeds at 3c discount; fourth, No. 1 feeds at 6c discount; fifth, No. 2 feeds at 9c discount. Further the council of exchange prohibits all buying in old December and May oats, except in liquidation of existing contracts. New futures unrestricted.

COLORADO

Bovina, Colo.—The Bovina Lbr. Co. has completed a new elvtr.—K.

Johnstown, Colo.—The 50,000-bu. elvtr. of the Longmont Mfg. & Elvtr. Co. is practically completed.

Johnstown, Colo.—The 50,000-bu. elvtr. of the Longmont Farmers Mfg. & Elvtr. Co. is practically completed.

Fleming, Colo.—Russell Molloy, formerly mgr. for the Farmers Co-operative Elvtr. Co., is now traveling in Kansas and Nebraska for the Western Grain Co., of Denver.

Hayden, Colo.—The new elvtr. of the Hayden Co-operative Elvtr. Co. is practically completed and will soon be in operation. It is equipped with up-to-date machinery for handling and cleaning grain and with a feed grinder.

Brush, Colo.—We are building a 60,000-bu. reinforced concrete elvtr.—The Brush Mfg. & Merc. Co.

La Salle, Colo.—James Scott, who has been with the Western Grain Co., has removed to Ft. Worth, Tex., where he was formerly located.—K.

Seibert, Colo.—Our elvtr. has been completed and it is now in operation. It is located on the Rock Island and the capacity is about 20,000 bus.—Stinson Bros., H. C. Holt, mgr.

Gove sta. (Windsor p. o.), Colo.—The Colorado Mfg. & Elvtr. Co. has completed a residence for Mgr. C. E. Scofield and work will begin at once on a new elvtr. to take the place of the one which will be taken down. The old elvtr. was erected only last year, but the metal which was used in its construction was found to be too light to be serviceable. The company also plans to build coal sheds later.

Milliken, Colo.—The farmers co-operative companies of northeast Colorado have bot the milling and elvtr. plant of the Royal Mfg. & Elvtr. Co. The plant was taken over on Nov. 26 and is now being operated by the new owner. The business will be conducted under the name of the Farmers Union Mfg. & Elvtr. Co., for which articles of incorporation have been filed. J. M. Collins, of Easton, is pres. of the company, J. H. Coleman, of Berthoud, is treas., and I am sec'y.—O. T. Vinson-haler, Fort Morgan.

IDAHO

Rupert, Ida.—The Pioneer Mill & Elvtr. Co. is preparing to construct a switch from the railroad track to its plant.

Lapwai, Ida.—Contrary to a previous report, no Farmers Elvtr. Co. has been organized here. It is probable that the next meeting of the farmers union will consider the matter.—C. J. McGrath.

American Falls, Ida.—The new elvtr. of the American Falls Mfg. Co., Ltd., is now ready for operation. There has been delay in getting some of the machinery for the mill, but it is hoped that it will be in operation by Feb. 1.

McCammon, Ida.—The elvtr. and mill of the Union Grain & Elvtr. Co. has been completed and the plant is now in operation. The elvtr. now has storage capacity for 100,000 bus. The Burrell Engineering & Construction Co. had the contract for the construction of the plant.

ILLINOIS

Gifford, Ill.—The Gifford Elvtr. Co. has installed a new engine.

Redmon, Ill.—The elvtr. of Cooley & Price is nearing completion.

Argenta, Ill.—The Argenta Grain Co. is building a corn crib near its elvtr.

Panola, Ill.—Bert Sharpe is now mgr. of the elvtr. of the El Paso Elvtr. Co.

Westville, Ill.—I am now mgr. for the Westville Grain Elvtr. Co.—M. L. Hill.

Gifford, Ill.—Wood Bros. have completed a 17,000-bu. addition to their elvtr.

Tonica, Ill.—I. D. Bundy is now mgr. of the South Elvtr. for the American Grain Co.

Weedman, Ill.—I am now mgr. for the Weedman Grain & Coal Co.—Everett C. Smith.

Cambridge, Ill.—A feed mill has been installed in the elvtr. of Kellogg & Arthens.

Risk, Ill.—The new elvtr. built by Tjardes Bros. has been completed and is in operation.

Frankfort, Ill.—Emil Weber is now ass't mgr. of the elvtr. of the Frankfort-Spencer Grain Co.

Hudson, Ill.—The new office building of the Hudson Grain & Coal Co. is nearing completion.

Port Byron, Ill.—George Brandt has resigned his position with the Farmers Elvtr. & Supply Co.

Nokomis, Ill.—Charles Houck, formerly of Litchfield, is now grain buyer for the elvtr. of H. J. Nobbe.

Pontiac, Ill.—W. T. Hamilton, who was formerly with J. A. McCreery & Sons, has removed to Bloomington.

Peoria, Ill.—Darius R. Hall, a member of the grain firm of Tyng, Hall & Co., died Dec. 6 after a long illness.

Timewell, Ill.—We have installed a Boss Air Blast Carloader.—Central Illinois Grain Co., W. E. Nelsen, agt.

Stanford, Ill.—The new concrete elvtr. of the Farmers Grain Co. is complete and has been placed in operation.

Waverly, Ill.—W. R. Turnbull will build a fireproof elvtr. in the spring to replace the plant which burned recently.

Chillicothe, Ill.—Part of the iron roof on the elvtr. of the Guyer Grain Co. was blown off recently by a high wind.

Anchor, Ill.—The Colfax Grain Co., of Colfax, is planning to build an elvtr. here, work on it to start in the spring.

Bloomington, Ill.—I have removed to this place from Pontiac, where I was with J. A. McCreery & Sons.—W. T. Hamilton.

Sycamore, Ill.—William F. Murphy, a grain dealer of this place, was married recently to Miss Louise Florence, of Aurora.

Hull, Ill.—Farmers in this locality are planning to organize a company to build an elvtr. and engage in the grain business.

Macomb, Ill.—The Macomb Grain, Fuel & Supply Co. is moving its elvtr. and coal sheds. The work will be completed in a short time.

Creston, Ill.—D. L. Mowbray, formerly in the grain business at Ackley, Ia., has purchased the elvtr. of Martin Kennedy and will operate it.

Sadorus, Ill.—We are overhauling our elvtr., installing a new cleaner, sheller and man lift, and erecting new foundation piers.—DeLong Bros.

Virden, Ill.—The elvtr. of L. C. Canham, of Springfield, is nearing completion and it is expected that it will soon be ready to receive grain.

Sherrard, Ill.—I have sold my business to Morgan Bros., and they are not handling grain, their business being confined to implements and hardware.—J. A. Nelson.

Winchester, Ill.—We have installed a 35-h.p. electric motor, and feel that we are going to be well pleased with electric power.—Farmers Elvtr. & Merc. Co.

Leonard, Ill.—Bert Van Welde was injured recently at the elvtr. of the Farmers Elvtr. Co. when his hand became caught in some of the machinery.

Henry, Ill.—We are building an up-to-date office. The old building, which has been taken down, had stood here for 50 or 60 years.—W. W. Dewey & Son.

Peoria, Ill.—The American Mfg. Co. has completed a new drier, having a daily capacity of 30,000 bus. It is being operated 24 hours each day, handling new corn.

Peoria, Ill.—Robert G. Cornelison, who has been sec'y-treas. of the Burlington Elvtr. Co., has enlisted in the Engineer Corps and is now at Jacksonville, Fla.

Cadwell, Ill.—The interest of John Davis in the 2 elvtrs. here has been purchased by his brothers, C. E. and J. A. Davis. J. A. Davis will have charge of the plants.

Yuton sta. (Bloomington p. o.), Ill.—The Yuton Grain Co. has erected a new office building, and its feed warehouse has been taken down and a new one erected on the site.

Minooka, Ill.—The Minooka Grain, Lbr. & Supply Co. has built an addition to its office and painted the building. A hot air furnace has been installed in the basement.

Ocoya, Ill.—H. F. Grotevant, mgr. of the elvtr. of Graham & Bennisson, has been appointed postmaster, and he has moved the post office to the grain office in order that he may attend to the duties of both positions.

McGowans Crossing (Blackstone p. o.), Ill.—The Farmers Elvtr. Co. will use a portable loader to handle grain this winter, and it plans to build an elvtr. in the spring.—X.

Carlinville, Ill.—The Farmers Grain & Produce Co. has been organized and the following officers elected: L. F. Dunbar, pres., L. F. Peek, vice-pres., and R. C. Neff, sec'y.

Windsor, Ill.—The new elvtr. erected by Munson Bros. is now in operation. They have decided not to build the 50-ft. crib addition this winter, altho the foundation is already built.

Peoria, Ill.—The Murphy Grain Co. has established offices in the Board of Trade building with J. W. Bryan in charge. The company has two memberships on the Board of Trade.

Bonfield, Ill.—E. Smith & Co. did not rebuild its elvtr. which was burned several years ago. The portion of the plant which was saved was bot by the Bonfield Grain & Lbr. Co.

Sidell, Ill.—The Sidell Farmers Elvtr. Co. has installed a distributor in its elvtr. to permit of the loading of grain into cars on either the tracks of the C. H. & D. or the C. & E. I.

Alvin, Ill.—The safe in the office of the Farmers' Elvtr. Co. was blown by burglars during the night of Nov. 21. They obtained only about \$5 for their trouble, but the safe was wrecked.

Ludlow, Ill.—M. S. Filson has resigned his position as mgr. of the elvtr. of E. D. Risser & Co., and will spend the winter in the south. He has been succeeded by W. Barnes, of Sheldon.

Jamaica, Ill.—The Farmers Elvtr. Co. has built a cob burner and installed a new automatic scale in its elvtr. The company plans to erect a new elvtr. next year. Geo. H. Spainhower is mgr.

Riola, Ill.—We have just completed a 1-200-bu. corn crib which is attached to the elvtr. to permit the use of the elvtr. machinery in filling and emptying it.—G. A. Lynch, agt. Paul Kuhn & Co.

Enfield, Ill.—A safe in the office of the Enfield Mill & Elvtr. Co. was blown by burglars recently. The safe was badly damaged, but little of value was taken as there was no money in the safe.

Chippis sta. (Sullivan p. o.), Ill.—C. E. and J. A. Davis have bot the interest of their brother Will in the elvtr. which they owned at this place. J. A. Davis will have the active management of the business.

Galva, Ill.—The Galva Grain Elvtr. Co. is co-operating with local banks in financing a farm products exposition which will be held here Dec. 10 to 15. Premiums will be awarded on grain, seeds and vegetables.

Pittsfield, Ill.—Charles P. Cummings, who was traveling and local grain buyer for the M. D. King Mfg. Co., has resigned that position and is now employed by the U. S. Dep't of Agriculture as a grain supervisor.

Rosemond, Ill.—The elvtr. built by H. H. Moxley to replace the house burned some time ago has been completed, and it was formally opened Nov. 24 with a flag raising. A flagstaff had been placed on the top of the elvtr.

Bethany, Ill.—We are building an ear corn addition to our plant. The capacity will be 60,000 bus., with a portion of the addition screened to permit the storing of small grain. Cost will be about \$15,000.—Bethany Grain Co.

Arthur, Ill.—An ear corn hiker is being installed at the elvtr. of Paul Kuhn & Co. This company recently moved its elvtr. to a new location on the tracks of the C. & E. I., and will put it into operation after making needed repairs.

East Lynn, Ill.—Burglars entered the grain office of L. W. Singleton on the night of Nov. 13. They blew open the safe and secured a pocketbook with some notes in it, that being all of value that was in the safe. The safe itself was practically ruined.

Beardstown, Ill.—A new smokestack has been erected at the power plant which serves the mill and elvtr. of Schultz, Baujan & Co. It is built of reinforced concrete, and is 125 feet high, 6 feet 6 inches in diameter at the base and 5 feet 6 inches at the top.

Peoria, Ill.—The Chicago wire of Logan & Bryan, formerly operated by T. A. Grier & Co., was transferred Dec. 1 to the local management of Rumsey, Moore & Co. The location in the Board of Trade building will not be changed, and the office will still be in charge of Thos. O'Laughlin.

Elders sta. (Colfax p. o.), Ill.—The elvtr. which the Colfax Grain Co. is erecting is being pushed rapidly to completion. The building is cribbed, 32x33 feet, 51 feet high, and will be equipped with up-to-date machinery, using electric power, the current being furnished by the plant in Colfax.

New Berlin, Ill.—The elvtr. of the Farmers Elvtr. Co. narrowly escaped destruction by fire recently, the section foreman happening along just as a lively blaze was springing up from the waste basket in the office. The fire had already started to burn the desk when it was discovered and extinguished.

Mt. Sterling, Ill.—Following fires on Nov. 19 which were evidently of incendiary origin, an attempt was made on Nov. 21 to burn an elvtr. here. Gasoline was poured onto a part of the framework of the elvtr. and ignited. The gasoline flashed and burned out before the wood became ignited.

El Paso, Ill.—The new concrete block office building of the El Paso Elvtr. Co. is practically completed. It is divided into a general office, a private office and a room for the bookkeeper and weigher. A fire-proof vault and a lavatory is furnished, and heat is supplied by a furnace located in the basement.

Paxton, Ill.—The new elvtr. of Chas. Selby, located on the Illinois Central, has been completed and is now in operation. Electric power is used, the installation being made according to specifications furnished by the Mutual Fire Prevention Bureau, the power charge in the insurance rate being thereby eliminated.

Tuscola, Ill.—The elvtr. which Thomas W. Abrams erected to take the place of the old elvtr. of R. & J. Irvin, which he purchased some time ago, is practically completed. It has been receiving and shipping grain for several days but some grading remains to be done on the drive-ways and part of the metal siding is not in place.

Edinburg, Ill.—Rink & Scheib have discontinued the use of electric power in their elvtr. A fire-resistive power house has been built 2 feet from the elvtr., and in this 20-h.p. oil engines have been installed. The power house has a concrete floor, concrete foundation, brick wall and 5-inch concrete roof, and there are no openings in the wall adjoining the elvtr. This construction eliminates all power charges in the insurance rate.

Chicago, Ill.—The Illinois Grain Dealers Ass'n, the Illinois Farmers Grain Dealers Ass'n and the General Managers Ass'n of the Chicago railroads were represented at a conference Dec. 3 at this city on the betterment of weighing facilities at country elvtrs., with a view to agreement on a standard equipment of scales and co-operative testing of scales. The question was fully discussed and will be taken up again by com'tes at a later date. Nothing was decided upon. Among those present were: F. C. Maegly, chairman, A. G. F. A. of the Santa Fe; A. N. Steinhart, Bloomington, Ill., sec'y Farmers Grain Dealers Ass'n; E. B. Hitchcock, Decatur, sec'y Ill. G. D. Ass'n; Clay Johnson, chief supervisor of weights, Peoria Board of Trade; A. E. Schuyler, now of the Grain Door Reclamation Bureau; Wm. R. Bach, Bloomington, attorney Ill. G. D. Ass'n; E. M. Wayne, Delavan; H. I. Baldwin, Decatur; and B. P. Hill, Freeport.

Gibson City, Ill.—A grain drier is being installed at the elvtr. of Geo. W. Walker & Co. Its capacity will be from 4,000 to 5,000 bus. per day, and it will cost \$4,000. An arrangement has been perfected by Geo. W. Walker & Co. and the American Grain Co. to use the drier jointly. The American Grain Co. owns a number of box cars which will be used to handle corn from its stations at Derby and Harpster into Gibson City, and the equipment will then be used for handling the dried product of the two firms out of the elvtr.

CHICAGO NOTES.

Joseph P. Griffin, pres. of the Board of Trade, has returned from a short vacation in the East.

The rate of interest for advances on Bs/L for the month of December has been fixed by the finance com'te of the Board of Trade at 6% per annum.

A membership in the Board of Trade sold recently at \$3,500, a reduction of \$500 from the previous sale.

John R. Mauff has been elected sec'y of the Board of Trade to fill the vacancy created by the death of John C. F. Merrill.

Frank S. Ryan, ass't traffic mgr. of the Corn Products Co., was killed in one of the Board of Trade passenger lifts Dec. 8.

John J. Stream, who was recently appointed coarse grain administrator by the Food Administration, has resigned as vice-pres. of the Board of Trade.

The directors of the Board of Trade have made regulations effective Dec. 5 limiting the fluctuations in future delivery lard to 50 cents and of pork to \$1 per bbl. from the previous close, at the suggestion of the food administration.

At a meeting of the board of directors of the Board of Trade held Nov. 26 the following resolution was adopted: In order that there be uniformity of action between all markets on all sales made on and after Wednesday, Nov. 28, 1917, sellers of grain for shipment out of the Chicago market shall make allowance for the freight war tax on the invoices.

The departure of John J. Stream from New York to take up his new duties as ass't to Food Administrator Hoover in charge of the coarse grain dep't was made the occasion for a farewell ovation Dec. 1 by his friends on the Board of Trade. Mr. Stream was presented with a beautiful platinum watch chain by Pres. Griffin on behalf of the Board of Trade. In his speech of presentation Pres. Griffin said that Mr. Hoover had made a wise move in selecting Mr. Stream for the position, as it would be difficult to find a man more experienced or better qualified in the handling of coarse grains, and that the trade looks for much constructive work to be done which will be of great benefit to the country in general.

The directors of the Board of Trade adopted the following regulations, effective Dec. 1: Members shall not transfer trades made for their personal account on the same day bought and sold at the same price, and members doing a commission business (clearing house members) shall not accept such transfers. But members acting as commission merchants (clearing house members) may clear trades made by another member for his own account on the same day, bought and sold at the same price, and shall collect therefor a minimum clearing charge of 1 cent for each 1,000 bushels of grain when in lots of 5,000 bushels or more, and 2 cents per 1,000 bushels when in lots of less than 5,000 bushels. The foregoing regulation is subject to the following exceptions: (1) Members acting as brokers may give up the names of their principals; (2) members may exchange a future contract for the cash property; (3) members trading for their own account may give up the name of a clearing house member; (4) accommodating trades may be made between clearing house members for the purpose of adjusting existing trades. This regulation shall not be used to evade the provisions of the commission rule.

Jack Hermis, who formerly represented Lamson Bros. & Co. in the corn pit, is now a first lieutenant in the aviation corps. He is now stationed at Champaign, Ill.

Geo. D. Broomell, a former member of the Board of Trade, died Nov. 30. Mr. Broomell came to Chicago in 1857 and until 1882 he was active in educational matters. In the latter year he became a member of the firm of Wanzer & Co., Board of Trade merchants, retiring in 1893.

N. R. Moore, T. G. Williamson and Harry A. Massey have applied for membership in the Board of Trade, and the following memberships have been posted for transfer: Thomas A. Geer, the estate of Norman H. Perrin, Franz A. Stude, the estate of A. G. Wheeler, and the estate of Walter Hatley. The last reported sale was at \$4,000 net to the buyer.

INDIANA

West Lebanon, Ind.—Leslie Jones is now mgr. of the elvtr. of Jones Bros.

Wakarusa, Ind.—The Wakarusa Mfg. Co. is erecting a warehouse near its elvtr. and mill to be used for the storage of feed and flour.

Columbia City, Ind.—George Ricketts, formerly of Warsaw, is now mgr. for the Farmers Mill & Elvtr. Co., succeeding John E. Gates, who resigned.

Columbus, Ind.—The mill and elvtr. of Schaefer & Schwartzkopf has resumed operations, after having been down for about one week owing to engine trouble.

Kirklin, Ind.—We have installed a new corn sheller and cleaner, and have rebuilt our fuel room. A few other needed repairs have been made.—Kirklin Grain Co.

Tefft, Ind.—G. T. Morrow has bot a gasoline engine which has been used in the light plant at Rensselaer, and he will install it to furnish power for his elvtr.

Rensselaer, Ind.—Grain dealers of this district held a meeting in the Makeever hotel Nov. 21 to discuss the corn situation and to consider plans for best handling of the crop.

Milford, Ind.—I have sold my mill and elvtr. to a group of Milford men, who will continue the business under the old name, the Milford Grain & Mfg. Co., with George Felkner as mgr.—J. D. Baumgartner.

Servia, Ind.—We have completed a 20,000-bu. elvtr. It is equipped with up-to-date machinery and we will handle all kinds of grain and feed, opening for business about Dec. 15.—Servia Elvtr. Co.

Artic sta. (Butler p. o.), Ind.—The Artic Co-operative Ass'n has been incorporated to engage in the grain business; capital stock, \$6,000; incorporators, Gilbert Everitt, J. B. Bryant and others.

Sandusky, Ind.—J. H. Anderson has resigned as mgr. for the Sandusky Farmers Elvtr. Co. to take charge for the Acme-Evans Mfg. Co. at Milroy. A brother of Mr. Anderson has succeeded him at this place.

La Porte, Ind.—Grain dealers and farmers of the county met here Nov. 22 for the purpose of discussing the question of the location of seed corn. W. V. Kell, of Purdue University, was present to confer with the dealers on the subject.

Fowler, Ind.—The Farmers Elvtr. Co. is installing a 10,000-bu. drier at its elvtr. An addition is being built to the old boiler room of the plant and the drier will be placed in this building. The improvements will cost about \$5,000.

Fremont, Ind.—Otis Hammel, who until 8 years ago was engaged in the grain and milling business, was killed at a railroad crossing in Reading Nov. 9. Mr. Hammel was rather deaf, and as he was riding in his automobile with the curtains drawn he did not see a freight train that was being backed toward him.

INDIANAPOLIS LETTER.

Indianapolis, Ind.—The Reagan Grain Co., Frankfort, has been elected to membership in the Indiana Grain Dealers Ass'n.—Chas. B. Riley, sec'y.

Indianapolis, Ind.—This company has bot the interest of the H. E. Kinney Grain Co., in the new Big Four Elvtr., which is nearing completion, and this company is the sole owner and will operate the plant.—Urmston Grain Co.

Indianapolis, Ind.—We have moved our office from the Lemke Annex to the 7th floor of the Board of Trade building. Our customers' room now adjoins the Board of Trade trading floor.—E. Lowitz & Co.

IOWA

Orient, Ia.—Sumner White is building an addition to his elvtr.

Latimer, Ia.—The elvtr. of the Quaker Oats Co. is being repaired.

Latimer, Ia.—The Farmers Grain Co. is building a large lumber shed.

Aplington, Ia.—We are installing a Boss Air Blast Carloader.—H. Dreyer, Jr.

Shambaugh, Ia.—Ed Hill, of the Hills Mfg. Co., has traded his elvtr. for farm land.

Vail, Ia.—Raymond Fitzsimmons has accepted a position with the Vail Mill & Elvtr. Co.

Grand Junction, Ia.—An additional elvtr. is being built by D. Milligan & Co. near the old house.

Wallingford, Ia.—Work is progressing rapidly on the elvtr. being erected by the Farmers Elvtr. Co.

Whiting, Ia.—The 20,000-bu. elvtr. which is being built on the Cassaday ranch is nearing completion.

Radcliffe, Ia.—The Kunze Grain Co. has built a large concrete unloading dock along the track near its elvtr.

Gladbrook, Ia.—We have sold our elvtr., lbr. and coal business to the Farmers Elvtr. Co.—Dreessen & Rehder.

Gladbrook, Ia.—The Farmers Elvtr. of Gladbrook incorporated; capital stock, \$50,000; incorporators, Irvin A. Merrill and others.

Elkader, Ia.—L. C. Lenth has erected new coal bins and will handle that commodity in connection with his grain business.

Aladin, Ia.—The 20,000-bu. elvtr. which the Independent Elvtr. Co. is building is nearing completion and it will soon be ready for operation.

Adaza, Ia.—We are re-building our office, and will build a corn storage room in connection with the elvtr.—Des Moines Elvtr. Co., W. E. Hicks, agt.

Des Moines, Ia.—The Des Moines Elvtr. Co. has filed articles of incorporation; capital stock, \$100,000; incorporators, C. A. Wright and G. C. Hubbell.

Corley, Ia.—I am mgr. for the recently incorporated Farmers Grain & Merc. Co., of which Claus Albers is pres. and J. W. Davis sec'y.—Will J. Albers.

Sioux City, Ia.—The Stock Yards Co. has completed its 28,000-bu. reinforced elvtr. which is to be used for handling grain for feeding purposes at the yards.

Bussey, Ia.—We have sold our elvtr. and grain business to the Wilkins Grain Co., of Albia, and possession has been given.—Pringle & Hauser, J. H. Pringle.

Des Moines, Ia.—Major Moberly is in charge of the branch office of the Moore-Seaver Grain Co., of Kansas City. His office is in the Fleming building.

Somers, Ia.—The Somers Farmers Elvtr. Co. has built a new office, equipping it with up-to-date facilities. Needed repairs have also been made in the elvtr.

Burlington, Ia.—E. J. Wiese, of the Trans-Mississippi Grain Co., has given a carload of corn cobs to the Salvation Army to be distributed to the poor.

Zearing, Ia.—I am building a 20x32-ft. corn crib, with inside dump and sheller, and with provision for loading either ear or shelled corn into cars. I expect to install a combined sheller and cleaner.—P. J. Pulley.

Des Moines, Ia.—Work is progressing rapidly on the mill and elvtr. for which the East-Fogarty Mfg. Co. recently let contract. The completed plant will cost \$140,000.

Havelock, Ia.—Glen Thomas, who was transferred by this company from its station at Edna, is now acting as ass't in the elvtr. here.—C. C. Cole, mgr. The Quaker Oats Co.

Ackley, Ia.—I sold the elvtr. which I purchased from G. E. Conaway to W. S. Day & Co., of Chicago, the transfer having been made some time ago.—D. L. Mowbray.

Joice, Ia.—Ole Skinnies, who has been mgr. for the Independent Grain & Lbr. Co., has resigned and will move to his farm near Wheeler, Wis. He has been succeeded by Iver Stendsur.

Walnut, Ia.—The Walnut Grain Co., which was recently incorporated, has applied for a site on the railroad right of way for the erection of an elvtr. Geo. Adams will be mgr. for the company.—X.

Muscatine, Ia.—The city council has been asked to grant permission to build an elvtr. on the levee front, and it is understood that several local men have offered to build plants if a permit can be secured.

Emmetsburg, Ia.—The elvtr. of the Quaker Oats Co. is nearing completion. It consists of 4 reinforced concrete tanks, 72 feet high, with a 21½-ft. cupola on top of the tanks. The Burrell Engineering & Construction Co. is doing the work.

Griswold, Ia.—The elvtr. of the Farmers Co-operative Elvtr. Co. has been completed and it is now in operation. Ross F. Pitman is the mgr. The equipment includes a Howe dump scale, an automatic scale in the cupola, and a cleaner.

Mason City, Ia.—A meeting of grain dealers was held in the rooms of the Chamber of Commerce Nov. 27 for the purpose of discussing the handling of the corn crop, and to lay plans for the saving of sufficient seed corn for next spring's needs. Sec'y Geo. A. Wells, of the Western Grain Dealers Ass'n, was in attendance, and about 30 grain dealers from northern Iowa were present. A meatless luncheon was served at the Cerro Gordo hotel at noon and the business session was held in the afternoon.

Leeds, Ia.—The American Pop Corn Co. has erected an addition to its plant, consisting of an elvtr., 20x36 feet, and 67 feet 6 inches high, a drier building, 24x16 feet and 37 feet high, a sorting building, 12x20 feet, a dump shed, a reinforced concrete furnace room, a storage crib, 170x24 feet, and 24 feet high, and a dust house. The plant will be equipped with 4 elvtr. legs, 4 cleaners, 1 Western Sheller, a steel manlift, and with the necessary distributing and power transmission machinery. Power will be furnished by electric motors, of which there are 7.

Carroll, Ia.—A meeting was held here Nov. 15 by grain dealers of this and adjoining counties to discuss the problems incident to the handling of the large quantity of soft corn. As a result of the conference the dealers are advising farmers to stop husking for the present.

Marcus, Ia.—Chas. Swindle, mgr. for the Farmers Elvtr. Co., suffered the loss of an eye when a nail which he was driving struck that member. He was taken to a hospital at Le Mars, where an operation was performed in an effort to save the eye, but this the surgeons were unable to do.

Burlington, Ia.—The elvtr. of the Trans-Mississippi Grain Co. was slightly damaged by fire Dec. 1, the damage not being sufficient to cause the suspension of operations. The fire started above the boiler room, where a quantity of corn cobs was stored. Cobs had been used for fuel during the entire day and as a result the fire under the boilers was very hot. This caused the supports to the pipe which enters the smokestack to become heated, and it is thought that one of the joists first caught fire and communicated the flames to the cobs. Several holes were burned in the floor and the partition which runs the length of the engine room was damaged, but the amount of the financial loss was small.

Sioux City, Ia.—At a meeting of the stockholders of the Terminal Elvtr. Co., whose plant burned several years ago, it was decided to construct at once a temporary transfer elvtr. costing \$20,000 and to have a capacity of 25,000 bus. Units will be added to this plant from time to time, the first enlargement to be made probably next summer. This movement is the initial step to rehabilitate Sioux City as a grain center, which is made possible by the recent action of the Illinois Central in granting new grain rates giving this point an advantage which it has not enjoyed in the past.

KANSAS

Moran, Kan.—The Moran Grain Co. has installed an electric motor in its elvtr.

Rolla, Kan.—C. A. Plush is mgr. of the elvtr. of the H. B. Wheaton Grain Co.

Netawaka, Kan.—A new elvtr. is being built by the Lueck & Johnson Grain Co.

Ellsworth, Kan.—H. Work is contemplating moving his mill and grain business to Salina.

Stafford, Kan.—The Southwestern Grain Co. has increased its capital stock from \$50,000 to \$75,000.

Penalosa, Kan.—The Farmers Union Co-operative Grain & Merc. Co. contemplates erecting a flour mill.

Pawnee Rock, Kan.—The elvtr. of the Rock Mill & Elvtr. Co., of which O. M. Williamson was mgr., has been closed temporarily.

Summerfield, Kan.—C. E. Cross, who has been postmaster, has resigned that office and is now mgr. for the Farmers Union Elvtr. Co.

Fowler, Kan.—The A. R. Upp Grain Co. is overhauling its elvtr. A number of new bins are being constructed and a manlift will be installed.

Gypsum, Kan.—The Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, L. E. Tinkler, Otto Heshner and J. A. Darling.

Zook, Kan.—Our elvtr. at this station is operated thru our office at Larned.—Pawnee County Grain & Supply Co., Roy Cunningham, mgr.

Summerfield, Kan.—Lights have been placed at the elvtrs. and lumber yards to discourage marauders who might desire to destroy these plants.

Dorrance, Kan.—We have completed new coal bins and a warehouse for flour and feed. The buildings are iron clad, the coal bins having a concrete floor and the warehouse being erected on concrete piers.—Farmers Elvtr. Co., W. D. Henderson, mgr.

Vinita sta. (Cheney p. o.), Kan.—J. L. Coleman, formerly of Murdock, is mgr. for the Vinita Equity Union.

Spearville, Kan.—V. O. Ward has succeeded M. C. Ward as mgr. for the Grain Belt Elvtr. Co. M. C. Ward was transferred to Pueblo, Colo.

Chase, Kan.—The Chase Grain & Supply Co. is out of business, having sold to the Chase Co-operative Union, of which I am mgr.—D. J. Razlaff.

Salina, Kan.—The construction work on the mill and elvtr. of the Weber-Freeman Mfg. Co. is progressing rapidly, and the mill is nearing completion.

Paola, Kan.—The Fowler Commission Co., of which J. C. Fowler is mgr., is installing a new wagon scale and making other improvements in its elvtr.

Ellis, Kan.—Nicholaus Riedel, who was formerly in charge of the elvtr. of the Hays Flour Mills, is now mgr. for the Farmers Co-operative Elvtr. Co., of Hays.

Great Bend, Kan.—H. L. Ayres has succeeded G. W. Merrillat as mgr. of the local branch of the Kansas Flour Mills, Mr. Merrillat having been transferred to Sleepy Eye, Minn.

Norway, Kan.—I have succeeded C. O. Hugos as mgr. for the Norway Elvtr. Co. Mr. Hugos resigned the position because of ill health, after having served for 7 years.—U. D. Norris.

Hays, Kan.—Nicholaus Riedel, formerly in charge of the elvtrs. of the Hays Flour Mills at Ellis and Walker, is now mgr. for the Farmers Co-operative Elvtr. Co.

Yoder, Kan.—J. W. Hildreth has been retained as mgr. for the Rea-Patterson Mfg. Co. at the elvtr. which it recently purchased from the Pacific Elvtr. Co.

Bison, Kan.—The Farmers Co-operative Ass'n is erecting a 50,000-bu. reinforced concrete elvtr. It will be 25x60 feet, 60 feet high, and will cost about \$22,000.

Clay Center, Kan.—James Iams has retired as a partner in the Iams Grain Co. J. Pinkerton, who has been associated with Mr. Iams will continue the business.

Halstead, Kan.—The Halstead Mfg. & Elvtr. Co. is equipping its elvtr. and mill with electric motors and will discontinue the use of the steam plant which has furnished the power.

Sharon Springs, Kan.—The recently organized Sharon Farmers Co-operative Co. has the material on the ground for the erection of a hollow tile elvtr. The plant will cost about \$5,000.

Walker, Kan.—The Farmers Co-operative Elvtr. Co., of Hays, has employed as its mgr. Nicholaus Riedel, who was formerly in charge of the elvtr. of the Hays Flour Mills at this place.

Fairview, Kan.—We have rebuilt the cupola of our elvtr. putting the automatic scale in the cupola, and have installed a cleaner, manlift and rope drive.—Farmers Elvtr. Co., T. C. Cook, mgr.

Atchison, Kan.—A meeting of grain dealers and millers of the northeastern part of the state was held here Dec. 4 to discuss matters in connection with the cost of operating elvtrs. and mills.

Salina, Kan.—C. E. Robinson, of the Robinson Grain Co., is to be the head of a new organization which will begin at once the erection of a mill and elvtr. to cost about \$250,000. The capital stock of the new company will be \$300,000.

Ashland, Kan.—We are making the capacity of the elvtr. which we have under construction 15,000 bus., instead of 10,000 as we expected to make it. This is being accomplished by the addition of bins over the driveway.—Ashland Grain Co., J. C. Edsall.

Wichita, Kan.—It is understood that a meeting of the Board of Trade will probably be held soon to decide upon the question of continuing the organization during the period of the war. Members of the Board feel that if they can make expenses until after the war they will do well.



Bill your next Car of Grain
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GRAIN COMMISSION
MILWAUKEE

Anharp, Kan.—Will Wilson, agt. for the Kansas Flour Mills Co., was injured recently when he fell about 50 feet to the work floor of the elvtr. Fortunately he was not fatally injured, and at last reports he was improving.

Wichita, Kan.—We are adding to our facilities by building a 1,200-bbl. mill alongside of our present plant. Electric power will be used. Our concrete grain storage, built about a year ago, made our capacity 350,000 bu., and we are not adding to this at the present time.—Wichita Flour Mills Co.

Newton, Kan.—We have let contract to the Burrell Engineering & Construction Co. for a mill, warehouse and elvtr. The mill will be 36x100 feet, 6 stories high, and the warehouse 36x100 feet, 2 stories high. The elvtr. will consist of a working house 18x36 feet, 120 feet high, and 4 tanks, each 21 feet in diameter and 90 feet high, the storage capacity to be 125,000 bus. The entire plant will be electrically driven, and we expect to have it completed by July 1.—Goerz Mlg. Co.

KENTUCKY

Hickman, Ky.—Work has been started on the warehouse for the N. C. & St. L. Ry. It will be used to handle grain brought in by river.

Louisville, Ky.—G. B. Ballard, former mgr. of the wheat dep't of the Ballard & Ballard Co., has received a commission as captain in the field artillery.

Richmond, Ky.—The Zaring Mill & Elvtr. Co. has presented each of its employees with a ton of coal to assist them to keep pace with the high cost of living.

New Market, Ky.—It has been incorrectly reported that I have bot the plant of the Modern Mill & Elvtr. Co. at Lebanon. The report should have given the location of the plant as New Market, which is about 6 miles from Lebanon. I do, however, handle all kinds of grain, feed and seeds at both Lebanon and Campbellsville.—L. Abell Collins, Lebanon.

LOUISIANA

New Orleans, La.—We are indebted to the Board of Commissioners of the Port of New Orleans for a copy of its 21st report, dated Aug. 31. It includes a detailed financial statement of the operation of the various facilities, together with statistics of the Port's activities. The report ends with a description of the facilities of the port, considerable space being devoted to the Public Grain Elvtr., the second unit of which has just been placed in operation. The total storage capacity of the plant is now 2,622,000 bus. The elvtr. is absolutely fireproof and the report states that it has the reputation of being the cleanest grain elvtr. in the world.

MARYLAND

Hagerstown, Md.—The Federal Mlg. & Refrigerating Co. incorporated to deal in grain, fruits, etc.; capital stock, \$300,000; incorporators, Walter D. Willson, Paul Heine and W. Jackson Kaufman.

Chewsville, Md.—The Chewsville Flour Mills Co., which was recently incorporated with capital stock of \$25,000, has taken over the elvtr. formerly owned and operated by B. A. Betts. New machinery is being installed preparatory to putting the plant into operation.

BALTIMORE LETTER.

Ferdinand A. Meyer, pres. of the Baltimore Grain Co. and vice-pres. of the Chamber of Commerce, has been appointed fuel administrator for Maryland.

J. G. Beck has applied for membership in the Chamber of Commerce. Frank A. Stude, Howard E. Zieffe and James W. Barker have been admitted to membership, and the memberships of Joseph Gottschalk, W. Julian deBulleit and Louis Helldorfer have been transferred.

The grain brokerage firm of Dennis & Co. has been dissolved. J. Murdoch Dennis will wind up the affairs of the old company and will continue the business as J. Murdoch Dennis & Co.

Pres. John C. Legg, of the Chamber of Commerce, and John W. Snyder represented the organization at the annual convention of the Atlantic Deeper Waterways Ass'n at Miami, Fla., Nov. 27 to 30.

William M. Smith, son of J. Hume Smith, who was formerly pres. of the Chamber of Commerce, has been appointed investigator in grain and hay marketing, with headquarters at Atlanta, Ga., by the Dep't of Agriculture.

The board of directors of the Chamber of Commerce adopted the following resolution at its special meeting held Nov. 28: Resolved, that on all grain or other commodities bought on Baltimore rate or delivery basis the war revenue tax on freight transportation shall be paid by the seller. Any departure from the foregoing shall be considered a violation of our rules.

The following prices have been established on wheat for sales in elvtrs.: No. 1, soft red, \$2.25; No. 2 soft red, \$2.22; No. 1 red winter, \$2.27; No. 2 red winter, \$2.24. Beginning Dec. 3 the Food Administration changed the discounts under the No. 1 grade as follows: No. 4 wheats 9 cents under No. 1. No. 5 wheats 12 cents under No. 1. Sample grades 14 to 23 cents under No. 1. No 3 wheats are subject to special discounts under No. 1 grades and the Com'ite when fixing the special discounts on No. 3, 4 and 5 wheats will pay special attention to the moisture content. Mixed wheats will also be priced by the Com'ite and the maximum price will be 1 cent under the predominating grade and class of the wheat.

MICHIGAN

Montrose, Mich.—I am now mgr. for the Montrose Elvtr. Co.—A. G. Dorwin.

Elsie, Mich.—A new bean mill and an engine have been installed in the elvtr. of Hankins Bros.

Detroit, Mich.—The next meeting of the Michigan Bean Jobbers Ass'n will be held in this city some time in January.

Jamestown, Mich.—John M. Beukema, formerly of Hudsonville, is mgr. for the Jamestown Co-operative Elvtr. Co.

Saginaw, Mich.—The recently organized Michigan Farmers Grain Dealers Ass'n will hold its first convention here Jan. 11.

Owosso, Mich.—I discontinued my business at Saginaw owing to uncertain conditions and am now with Fred Welch at this place.—H. Admiral.

Saginaw, Mich.—H. Admiral, who was engaged in the grain and bean business here, has discontinued his business and is now employed by Fred Welch at Owosso.

Kinde, Mich.—The Farmers Co-operative Grain Co. is installing a drier at its elvtr. The equipment is made necessary by the unusually damp condition of the present bean crop.

Hastings, Mich.—A company has been organized by farmers in this community and the roller mill which has been idle for several years has been purchased. It will be remodeled and the company will engage in the grain business.

Coldwater, Mich.—The Amendt Mlg. Co., of Monroe, has taken over the plants of this company at this place, and will make extensive improvements in both mills and elvtrs., increasing their capacity.—Wm. A. Coombs Mlg. Co., J. C. Amendt.

Muskegon, Mich.—The Muskegon Mlg. Co. has been reorganized, and Paul De Long, of the De Long Mlg. Co., North Muskegon, has succeeded Marcus Frost as mgr. A new plant will be built, and representatives of the Burrell Engineering & Construction Co. have been in conference with officials of the company to decided upon plans. It is understood that one portion of the plant will be a reinforced concrete elvtr. with a capacity of 20,000 bus.

Ishpeming, Mich.—The Hewett Grain & Provision Co., of Escanaba, has leased a large stone warehouse at this place and will open a local branch of its wholesale flour, feed and grain business Jan. 1 with D. P. Bilkey, who has traveled in this territory for the John P. Dousman Mlg. Co., of De Pere, Wis., for the past 15 years, in charge. The warehouse is owned by the F. Braastad estate and it is 60x80 feet, with three floors and basement. It is equipped with elevator legs, operated by electric motors, for handling bulk grain and has special provision for storing other products.

Shelby, Mich.—An attempt to destroy the elvtr. of the Lewellyn Bean Co. is believed to have been frustrated when night watchman James Gordon fired at and wounded an unidentified man early on the morning of Nov. 19. Mr. Gordon was in the elvtr. when he heard a noise outside, and upon going to investigate he saw a figure moving between the elvtr. and a nearby warehouse. He shouted at the figure to halt, and was fired upon in reply. He returned the shot and saw the man fall, but when Mr. Gordon had cautiously worked his way to the spot the man had disappeared, leaving a trail of blood. The company has offered \$200 to the night watchman at any of its elvtrs. who brings down a marauder who is attempting to destroy the plant.

MINNESOTA

Magnolia, Minn.—The Farmers Elvtr. Co. has installed a moisture tester.

Monterey, Minn.—A moisture tester has been installed by the Farmers Elvtr. Co.

Stanton, Minn.—A roller feed mill is being installed in the elvtr. of F. H. Shepherd & Son.

Fairfax, Minn.—Ernest Hagg has resigned his position as mgr. for the Fairfax Farmers Elvtr. Co.

Waltham, Minn.—The Iblings Grain Co. has built coal bins, and a new wagon scale will be installed.

Bixby, Minn.—R. E. Jones & Co. has bot the elvtr. of M. B. O'Halloran, and the transfer has been made.

Eagle Lake, Minn.—An electric motor and a manlift have been installed in the elvtr. of the Commander Elvtr. Co.

Ashcreek, Minn.—The Farmers Elvtr. Co., of which W. F. McDowell is mgr., is installing a new hopper scale in its elvtr.

Goodridge, Minn.—A. B. Mandt has built a warehouse for flour, which he will handle in connection with his grain business.

Elmore, Minn.—The Elmore Farmers Elvtr. Co. has amended its articles of incorporation, increasing its capital stock to \$20,000.

Ottawa, Minn.—R. O. Raney has discontinued his grain business and he is converting his elvtr. into a sand and clay shipping house.

Battle Lake, Minn.—A. H. White, who at one time operated the elvtr. of A. C. Hatch under lease, is not operating an elvtr. now.—X.

Otter Tail, Minn.—The Farmers Elvtr. Co. has built a shed for machinery, and this line will be handled in connection with its grain business.

Argyle, Minn.—James Dundas is now employed as agt. for the elvtr. of A. W. Headrick, having resigned his position as agt. for the National Elvtr. Co.

Biscay, Minn.—The Biscay Mlg. Co. incorporated to conduct a grain and milling business; capital stock, \$100,000; incorporators, Joseph Monroe, J. E. Burich and D. J. Sullivan.

Hutchinson, Minn.—Harry Walker, who has been buyer and mgr. for the State Elvtr. Co., has been engaged to succeed C. D. Hall as mgr. for the Hutchinson Farmers Co-operative Elvtr. Ass'n, Mr. Hall having submitted his resignation to take effect Jan. 1. Mr. Hall will remove to Lewiston, Ida.

Thief River Falls, Minn.—The Thief River Falls Seed, Grain & Supply Co. has completed its new plant and it is now in operation. The plant cost about \$22,000.

Flaming, Minn.—The Flaming Farmers Co-operative Elvtr. Co. incorporated; capital stock \$10,000; incorporators, Aug. Swenson, J. A. Juelson, G. A. Kylander and others.

Duluth, Minn.—Frank H. Higgins, formerly with the Ely-Salyards Co., has been commissioned a lieutenant at Fort Snelling, and he will be stationed at Fort Riley, Kan.

Barry, Minn.—The elvtr. of the Baldwin Elvtr. Co. was destroyed by fire recently. The fire is believed to have been caused by an overheated stove. About 4,000 bus. of grain and 50 tons of coal were burned.

Duluth, Minn.—Arthur J. Huele, formerly with the Barnum Grain Co., has recently enlisted in the government service, and is now with the naval coastguard brigade in training quarters at the seaboard.

Wanamingo, Minn.—Rudolph Emerson has resigned his position as mgr. for the Farmers Elvtr. Co. on account of ill health, and Nels Frederickson has been appointed to fill the vacancy until the company's annual meeting.

Hastings, Minn.—Henry Zusan was killed Dec. 2 while assisting in loading a car of grain at the elvtr. of the Gardner Flour Mill. He crawled under the car when it was not moving and his legs were severed when it was moved.

Marshall, Minn.—The elvtr. of the Northwestern Elvtr. Co. has been sold to Wolin & Ehlers, who will operate it. I am to be mgr., as in the past, and the office and elvtr. will be changed somewhat to comply with new business requirements.—N. H. Mongeau.

Duluth, Minn.—G. H. Tunell, chief state grain inspector, has issued an order increasing the reinspection fee for all grains from \$1 to \$2 per car, or 1,000 bus. The state Railroad and Warehouse Board has issued an order increasing inspection and weighing fees for the handling of grain in carloads and cargoes from 75c to \$1 per car, or 1,000 bus., on all grains except flaxseed and corn. On flaxseed and corn the fee is now \$1.25 per car, or 1,000 bus.

MINNEAPOLIS LETTER.

R. J. Eaton has applied for a traveling representative's license to represent the Osborne McMillan Elvtr. Co.

Frank C. Tenney, of the Tenney Co., has been commissioned a lieutenant in the Coast Artillery. He was a student in the officers' training camp at Fortress Monroe. E. A. Cawcutt, of the Northern Grain Com'n Co., is taking training at the same camp.

The Minneapolis Grain Shippers Ass'n adopted a resolution Nov. 26 asking carriers to pool their cars and allow equipment to be loaded to any destination. An effort will be made to get other organizations to endorse the action, and it is thought that pressure can be brought to bear upon eastern roads to interchange equipment and allow eastern cars to come west more freely.

At a meeting of the board of directors of this company held recently T. W. Hall was elected vice-pres. and gen'l mgr. to succeed Mr. C. A. Brown, deceased. C. K. Labatt, who has been ass't treas., was advanced to the position of treas., and J. W. Farnham, who has been cashier, was appointed to the office of ass't treas.—St. Anthony & Dakota Elvtr. Co., John Washburn, pres.

The large number of Ericksons in Minneapolis frequently made it necessary for O. H. Erickson, of the Lamb, McGregor Co., to furnish other means of identification than his name, and in many cases the confusion was a cause of embarrassment. He has been given permission by the District Court to change his name to O. H. Ulrig, and he will be known by that name in the future.

LeRoy D. Godfrey, of the Godfrey-Blanchard Co., has been commissioned major of the second battalion of the Home Guard, stationed in Minneapolis.

The local office of the Food Administration Grain Corporation has issued a ruling providing that all grades of wheat, except No. 1 and No. 2, are to be purchased by sample. No. 3 wheat is thus removed from the class in which it had been previously placed, and wheat grading No. 3 will hereafter be handled upon its merits instead of being taken at a fixed discount under the price for No. 1.

Maurice Reinstein has been elected to membership in the Chamber of Commerce and the Century Mlg. Co. has been granted corporate membership. The following requests for transfer of membership have been posted: From R. C. Schiller to F. A. Hallet, F. L. Haines to R. V. Carlson, and the following memberships have been transferred: W. A. Thomas to J. R. Martin, P. M. Ingold to A. G. Hessburg.

The Railroad & Warehouse Com'n recently adopted resolutions providing that, effective Dec. 1, the inspection and weighing fees, for the handling of grain in carloads and cargoes, should be increased from 75c on all grains, except corn and flax, to \$1 per car, or 1,000 bus., and on flax and corn to \$1.25 per car, or 1,000 bus.; and that reinspection fees on grain of all kinds should be \$2 per car or 1,000 bus., and fees for appeal on all grain \$2 per car or 1,000 bus.

Geo. J. Reed, who has been driving an ambulance in France, has returned and has resumed his duties with the Quinn-Shepherdson Co. Mr. Reed was injured when a shell exploded near his machine and lost 2 fingers of his left hand. Charles H. and Louis A. McCarthy, two other Chamber of Commerce men who have been ambulance drivers in France, are also home again. Lawrence Gregory, of Gregory, Jennison & Co., stayed in France, intending to enlist in the United States aviation corps, but recent advices indicate that he is on his way home, tho no direct word has been received from him.

MISSOURI

Elmo, Mo.—We are going to erect a 9,000-bu. elvtr. soon.—Adkins Bros. Grain Co.

Cabool, Mo.—A. J. Britton has leased the elvtr. of the Bauch Mill & Electric Co. and will operate it.

Calhoun, Mo.—The recently incorporated Farmers Co-operative Elvtr. Co. will erect an elvtr. to cost about \$4,000.

Mound City, Mo.—John Donan has sold his elvtr. and business to R. E. Cottier. Possession will be given Jan. 1.

St. Joseph, Mo.—It has been announced that the American Hominy Co. will rebuild its plant which was destroyed by fire several years ago.

Pattonsburg, Mo.—The Green & Tooley Elvtr. Co. and J. W. Cashman have taken over the 75-bbl. mill at this place and the mill and elvtr. is now being operated under the name of the Pattonsburg Mill & Elvtr. Co. I am mgr. for the new company.—H. H. Green.

KANSAS CITY LETTER.

Robert C. House, former vice-pres. of the Kemper Mill & Elvtr. Co., died recently at St. Joseph.

A service flag bearing 25 stars now floats over the entrance to the Board of Trade building. That number of men have gone from offices in the building into the country's service.

The C. M. & St. P. Railroad is installing 2 Invincible Compound Shake D. R. Separators in its elvtr. in the East Bottoms. Each of the machines will have a capacity of 4,500 bus. per hour.

R. R. DeArmond, a former member of the Board of Trade, and formerly associated with the Russell Grain Co., received a commission as second lieutenant at the Fort Sheridan training camp.

D. F. Piazzek, local agt. for the Food Administration Grain Corporation, has gone to Ft. Worth, Tex., to direct the movement of feed into sections that have been most seriously affected by the drouth.

Representatives of the Federal Trade Com'n and the Office of Markets and Rural Organization have been on this market conducting an investigation of the cost of handling grain between the producer and the consumer.

Representatives and accountants connected with the Federal Trade Com'n arrived here Nov. 24 to conduct an investigation of terminal elvtr. companies and other grain handlers. The purpose is to learn the actual costs of handling grain at terminals.

This company, of which R. J. Brodnax is pres., C. A. Dayton vice-pres., and W. O. Brackett sec'y-treas., has taken over the business of John I. Glover, including the operation of the Frisco Elvtr. The active management of the business will continue the same.—Frisco Elvtrs. Co.

A recent ruling of the Food Administration Grain Corporation provides that hereafter wild onion seed in red wheat will be classed as dockage and graded red winter, unless the grain has contracted the onion smell, when it will grade soft red as heretofore and carry a discount of 2c a bushel.

ST. LOUIS LETTER.

The Powell & O'Rourke Grain Co. is installing a 1,000-bu. grain drier in its elvtr.

Van A. Webster, of San Antonio, Tex., and H. I. Baldwin, of Decatur, Ill., have made application for membership in the Merchants Exchange.

E. F. Daly, who was mgr. of the Aid Bros. Grain Co. prior to the retirement of that firm from the business, has engaged in the grain business in his own name.

The banquet of the St. Louis Grain Club, which was to have been held at Hotel Statler Dec. 5 has been postponed until Dec. 12 on account of the death of Trave Elmore.

A collection was taken among members of the Merchants Exchange Nov. 30 for the purpose of purchasing a memorial tribute to Trave Elmore. The amount contributed was \$65.25 more than needed, and this was placed into the fund collected by the Exchange for the Red Cross Saturday and Sunday hospital collections.

The Merchants Exchange adopted an amendment to its rules at a special election held Dec. 3 giving the board of directors power to change, establish or regulate the rates of commission to be charged by members of the Exchange during any period when the United States shall be engaged in any war or shall exercise control of the price or the distribution of any commodities handled by members of the Exchange. The new rule is known as Rule XXII and notice of any action taken under it must be posted prominently in the trading room and shall become effective and binding from the hour and date specified in the notice.

A meeting of grain dealers and millers will be held at the Merchants Exchange Dec. 11 for the purpose of receiving the report of Charles F. Beardsley relative to the conference which he held recently with representatives from the office of William H. Stead, director of trade and commerce of Illinois at which time the proposition to change the method of sampling in the East St. Louis yards was considered. The Illinois dep't had previously announced its intention to take charge of the sampling, and to charge a separate fee for the service, but the St. Louis grain men proposed that in lieu of sampling fees the state of Illinois raise its inspection fees to a level with those charged in Missouri, which is 65c per car on oats and rye and 90c per car on wheat and corn, these fees including the moisture test. The state of Illinois has accepted this proposition, and the meeting on Dec. 11 will be asked to ratify the change.

The Missouri State Weighing Dep't is now charging 50c per car for weighing grain into public elevators. In St. Louis, instead of 40c as heretofore. The same change was made at Kansas City some time ago, and James T. Bradshaw, warehouse commissioner, said that the new rate was put into effect here in order that the fee might be uniform throughout the state.

A special election will be held by the Merchants Exchange on Dec. 12 to vote upon a proposed amendment to Rule XIII, making the annual assessment due and payable in semi-annual installments on the first business day in January and July of each year, instead of an annual installment due on the first business day of January, and providing that each installment must be paid before the 15th of the month in which it is due. At the same time the members will vote upon proposed amendments to Rule VIII, to be known as paragraphs 15, 16 and 17, and prescribing regulations for the delivery, during the last 6 business days of any delivery month, of grain on contracts for future delivery in cars on track within the switching limits of St. Louis or East St. Louis; for the delivery of identical or representative tonnage following the delivery of grain on contract on track or levee or in elevators, or warehouses; and providing rules for the handling of insurance on grain tendered for delivery on contracts for future delivery.

MONTANA

Forest Grove, Mont.—P. H. Praxel is now mgr. for the Equity Co-operative Ass'n.

Finch, Mont.—The elevator formerly owned by the Farmers Elevator Co. is now owned by the Eastern Montana Elevator Co.

Poplar, Mont.—The Equity Co-operative Ass'n, of which L. M. Tinker, is mgr., contemplates installing a roller feed mill.

Two Dot, Mont.—The recently incorporated Equity Co-operative Ass'n, of which Mr. Cook is mgr., has completed its elevator.

Winifred, Mont.—The Farmers Co-operative Ass'n is installing 8 Invincible Cleaners in the mill which it is building in connection with its elevator.

Chinook, Mont.—Lloyd Sweet and Jas. R. Smyth, proprietors of the Chinook Elevator & Mfg. Co., have dissolved partnership. Mr. Smyth is now sole owner.

Winnett, Mont.—The 30,000-bu. elevator of the Independent Elevator Co. and the 25,000-bu. elevator of the Western Grain & Lbr. Co. have been completed and they are now in operation.

Wibaux, Mont.—Harry Anderson, an employee in the elevator of the Grain Growers Co-operative Elevator Co., narrowly escaped death recently when his clothing became entangled in a moving shaft. He was able to resist with sufficient strength to break the hold and thus to save himself.

Tabor, Mont.—The 35,000-bu. cribbed elevator which we recently completed has been placed in operation. The plant is equipped with 2 legs, a 10-ton dump scale with type registering beam, Richardson Simplex cleaner, Richardson Automatic Scale, and a 25-h.p. gasoline engine. The house contains 20 bins.—Beckwith Mercantile Co., St. Ignatius.

NEBRASKA

Saltito, Neb.—The Roca Grain & Coal Co. will repair its elevator.

Beaver Crossing, Neb.—The Farmers Elevator Co. has installed a moisture tester.

North Loup, Neb.—E. G. Walker is now employed at the elevator of Geo. E. Johnson & Co.

Wynot, Neb.—A. H. Hillis has purchased the elevator formerly operated by the King Elevator Co.

Fairfield, Neb.—We have disposed of our elevator at this station.—E. Stockham Grain Co., Hastings.

Uehling, Neb.—A. W. Sorenson is now second man at the elevator of the Holmquist Grain & Lbr. Co.

Mt. Clare, Neb.—We have disposed of our elevator at this station.—E. Stockham Grain Co., Hastings.

Melbeta, Neb.—I am mgr. for the recently incorporated Farmers Co-operative Union.—W. H. Hodges.

Wolbach, Neb.—H. A. Almonrode, formerly of Fullerton, is now in charge of the elevator of the Farmers Elevator Co.

Davey, Neb.—W. A. Milligan, formerly agt. for the Central Granaries Co. at Garrison, is now mgr. for the Farmers Elevator Co.

Trumbull, Neb.—The Trumbull Auto & Elevator Co. incorporated; capital stock, \$10,000; incorporators, Wm. Samuelson and others.

Rockford, Neb.—The Farmers Union contemplates erecting an elevator, and about \$4,000 has already been subscribed for the project.

Eagle, Neb.—Work is progressing rapidly on the 40,000-bu. cribbed elevator, which Geo. Trunkenbolz is building.—T. C. Wilson, Walton.

Shelby, Neb.—I have been transferred from Rising City to this station by the Dawson Grain Co., for whom I am agt.—O. M. Blevins.

Bradshaw, Neb.—J. J. Kroeker, formerly of Fairmont, is now mgr. for the Farmers Union Co-operative Ass'n, having taken charge Dec. 1.

Gladstone, Neb.—We have bought the elevator of the Vanier Grain Co. This plant was formerly owned by W. G. Van Buren.—Hebron Grain Co., Hebron.

Garrison, Neb.—P. A. Weber, of Ohio, has succeeded W. A. Milligan as agt. for the Central Granaries Co., Mr. Milligan going to Davey as mgr. for the Farmers Elevator Co.

Peru, Neb.—We have built an addition to our elevator for the storage of flour and feed, and are now handling those commodities in connection with our grain business.—Peru Farmers Co-operative Grain Co.

Berlin, Neb.—H. F. Reuter is pres. and C. A. Ganzel sec'y of this company, which recently purchased the elevator of W. H. Ireland. A mgr. has not been chosen.—Farmers Union Co-operative Ass'n.

Roca, Neb.—Farmers of this community have organized a company to build an elevator, and about \$12,000 has been subscribed. Chas. Damrow has been elected pres. and William Schutte sec'y of the company.

Rising City, Neb.—The elevator of the Dawson Grain Co. has been sold to Chas. Barker. O. A. Wickert is in charge as mgr., and I have been transferred to the Dawson Grain Co.'s station at Shelby.—O. M. Blevins.

Rockford, Neb.—The Farmers Union Co-operative Ass'n was organized recently and it will buy or build an elevator and engage in the grain business. The company will be capitalized at \$25,000. Pope Frerichs has been elected pres., and F. C. Schultz sec'y.

Carroll, Neb.—John M. Petersen, who has been mgr. for the Farmers Union Co-operative Ass'n, has resigned in order that he may devote his time to his land interests. He has been succeeded by Geo. E. Roe, and Miss Mabel Linn has been employed as cashier and bookkeeper.

Kearney, Neb.—The Kearney Flour Mills is building a stockade, 10 feet high, around its elevator and mill to protect the property against possible damage or destruction. The plant is also lighted at night and an armed guard is maintained.

Loretto, Neb.—We have organized a farmers' company to engage in the grain business and the capital stock has been subscribed. Application has been made for a site on the railroad, but our building plans are not fully matured.—R. R. Johnson.

Weeping Water, Neb.—The Farmers Union is considering the erection of an elevator near the elevator of E. E. Day.

Dixon, Neb.—We have purchased the 20,000-bu. elevator of F. A. Wallin. We expect to install a manlift and automatic scales this winter, and to build a storage house for oats next summer. Sam Wellburn is pres., John Manz sec'y and Guy Young mgr. of this company.—Farmers Union Co-operative Elevator Ass'n.

Neligh, Neb.—The stock and business of the Farmers Elevator Co. has been purchased by the Neligh Lbr. Co., and a new corporation has been formed to conduct the combined business under the name of the Neligh Lbr., Grain & Coal Co. E. R. Dudek is pres., A. E. Malzacher sec'y-treas., and Fred Thornton mgr. of the new company.

OMAHA LETTER.

The board of directors of the Grain Exchange have appointed Sec'y Frank P. Manchester mgr. of the Exchange building.

Recent reports to the effect that we will build an elevator were incorrect, as they should have stated that the plant is now under construction and nearing completion.—Maney Mfg. Co.

The recent report which stated that the daily corn grinding capacity of the plant which we are now completing is 500 bus. is incorrect, as the daily capacity will be 5,000 bus.—Miller Cereal Mills, Ed. S. Miller.

An auction was held on the floor of the Grain Exchange Nov. 24 for the purpose of selling boxes for the football game between Camp Funston and Camp Dodge Dec. 1. A total of \$2,500 was received at the sale.

The board of directors of the Grain Exchange elected the following officers at its meeting Nov. 27: J. A. Linderholm, pres.; C. E. Niswonger, first vice-pres.; John T. Buchanan, second vice-pres.; and Charles H. Wright, treas.

Donald Kelley, a traveling representative of the Updike Grain Co., was probably fatally injured when a Union Pacific train struck his automobile at a crossing near Elkhorn, Neb., Nov. 30. He was hurled several yards and received severe cuts and bruises about the head and body. The engineer of the train said that the engine of Mr. Kelley's automobile died while the car was on the track.

The local freight agents' ass'n has requested the Grain Exchange to waive postal card notice of the arrival of cars of grain, and proposes to substitute a daily arrival sheet, to be delivered to a designated agent of the Exchange and posted on the bulletin board at a given time each day. This sheet would contain the car initial, car number, kind of grain and name of consignee. The carriers propose to continue to notify consignees by telephone.

NEW ENGLAND

New Britain, Conn.—Frank Pearl and Abraham Levine, of this city, and Abraham Rosenberg, of New York, have purchased property upon which they contemplate erecting an elevator.

Narragansett Pier, R. I.—Fire recently destroyed the lumber yard and grain sheds of the J. C. Tucker Co. About 10,000 bus. of oats, 3 carloads of flour, and a large quantity of feed was consumed. Loss, \$35,000.

Exeter, N. H.—Silas Jenkins, a member of the firm of W. M. & S. Jenkins, grain dealers, died at his home in Durham Nov. 24. Mr. Jenkins was born in Stowe, Me., and had been in business here for the last 20 years.

South Boston, Mass.—Work has been started on a flour mill and grain storage plant for Sumner Crosby & Son, of Boston. The structure will be 3 stories high, with provision for additional stories. It will be built of brick, and will be 40x80 feet.—S.

Collinsville, Conn.—Edmund Maskaitis, 18 years old, has been arrested, charged with the theft of \$49 from the cash drawer of the Collinsville Grain Co. His father recently bot an automobile, and the police state that young Maskaitis confessed to stealing the money to run this car.

BOSTON LETTER.

E. J. Morrison has been elected a member of the Chamber of Commerce.—S.

Edward Elsworth, pres. of the D. & C. Cereal Co., was killed by falling from the 8th floor of the Charles building Dec. 4. He was the founder of the H-O Co., of Buffalo.

The annual meeting of the Grain Board of the Chamber of Commerce was held Dec. 5, at which time the Board's representatives on the executive com'te were elected.

The grain board of the Chamber of Commerce has collected over \$4,000 for the War Camp Community fund. Charles M. Cox, was chairman, and Alex S. MacDonald treas. of the com'te having charge of the matter for the Board.—S.

The grain board of the Chamber of Commerce has appointed a com'te of 5 to confer with J. J. Stream, coarse grain administrator, regarding the decision of the Food Administration to cancel all contracts for the delivery of corn and oats after Jan. 1. The opinion has been expressed that such cancellation would make it necessary for grain dealers to buy again in the open market at less advantageous prices, thus creating an added cost for the consumer.

The Grain Board of the Chamber of Commerce is taking active steps to increase the business of Boston as a grain export port. At present facilities for handling the loading of grain on shipboard thru chutes take care of about 10,000 bus. of grain per hour but it is planned to have this capacity greatly increased and to have a portion of the grain now being moved on much longer freight hauls to the seaboard, to be diverted to Boston, shortening the haul and aiding the government in lessening freight mileage.—S.

Charles P. Washburn, who had been identified with the grain trade in Boston, Fitchburg and Middleboro for more than 40 years, died Nov. 24 at his home after a long illness. Mr. Washburn started in the grain business at Fitchburg, building the first grain elvtr. in that city. Later he built an elvtr. in Middleboro, and soon afterward established a branch of the business in Boston. He was a charter member of the Boston Chamber of Commerce, and was a member of other clubs and a director in several insurance companies.—S.

NEW YORK

Buffalo, N. Y.—I have turned my grain business over to the Armour Grain Co.—Henry D. Waters.

Brooklyn, N. Y.—The capital stock of the Brooklyn Elvtr. & Mfg. Co. has been increased from \$275,000 to \$350,000.

NEW YORK LETTER.

Edwin M. Bogert, of the firm of Bogert & Greenbank, and a member of the Produce Exchange, died Nov. 20 at his home in Hackensack, N. J.

George Hollister, who was actively identified with the New York grain trade for many years, died recently at Corning, N. Y., in his 86th year. Mr. Hollister was engaged in the grain and feed trades prior to the Civil War as a member of the old firm of Lane, Son & Co. Subsequently he was identified with Hollister & Chamberlain, Hollister, Crane & Co., Hollister & Co., and finally with Hollister, Chase & Co. He maintained his office at 90 Broad street for about 50 years, but retired about 12 years ago.

Amendments to Rule 37 of the rules regulating the grain trade were adopted by the Produce Exchange Nov. 19, making the commission rates for the sale of consigned grain not less than 1c per bu. for wheat, corn, rye, buckwheat, barley and

barley screenings; not less than ¾c per bu. for oats; not less than 2c per 100 lbs. for ear corn, kafir, milo maize, and feterita; and not less than 40c per ton for mill feeds. In making advances on grain, when bot for the account of a member, not less than ½c per bu. shall be charged, provided delivery is made within 7 days, and when delivery is not made within that time the regular rates shall govern. For receiving or taking in grain delivered on contracts for future delivery, and delivery and sale thereof, when for account of a member, not less than ½c per bu. shall be charged. For the purchase or sale of grain c. i. f. and c. & f. the minimum brokerage charge shall be not less than ¼c per bu. when for export, and for domestic not less than 1/6c per bu. or \$3 per car on oats, 1/5c per bu. or \$2.50 per car on corn, ¼c per bu. on barley, barley screenings, rye and buckwheat, 1c per 100 lbs. on ear corn, kafir, milo maize and feterita, and 15c per ton on mill feeds. By special agreement higher rates of commission or brokerage may be charged, and the regular rates shall apply in all cases where the trade is made for the account of a non-member.

NORTH DAKOTA

Fero, N. D.—Albert Maurer has been employed as mgr. for the Farmers Co-operative Ass'n.

Burt, N. D.—The elvtr. of Harvey & Boknecht, which burned May 22, has not been rebuilt.—X.

Preston sta. (Blanchard p. o.), N. D.—I am now agt. for the St. Anthony & Dakota Elvtr. Co.—E. C. Van Duyn.

Adrian, N. D.—F. O. Larson, formerly with the Farmers Elvtr. Co., is now mgr. for the Independent Elvtr. Co. at Nome.

Harmon, N. D.—The elvtr. erected by the Farmers Elvtr. to replace the one burned recently has been completed and is now in operation.

Mott, N. D.—It is believed that the fire which destroyed the elvtr. of the Mott Equity Exchange Nov. 18 was due to sparks from a passing train.

Richardton, N. D.—The report that I have sold my elvtr. is erroneous, as I still own the plant. I did not operate it this fall, as crops were light and I had

Nome, N. D.—I have removed from Adrian, where I was with the Farmers Elvtr. Co., and I am now mgr. for the Independent Elvtr. Co. at this place.—F. O. Larson.

Shenoyenne, N. D.—We contemplate building a concrete coal elvtr. of about 500 tons capacity in the spring.—Equity Elvtr. & Trading Co., P. A. Peterson, mgr. other work.—Henry Pathman.

Fairmount, N. D.—We have just started to operate a new 400-bbl. flour mill, which will be handled in connection with our elvtr. and grain business.—Osceola Mill & Elvtr. Co., Minneapolis, Minn.

Regent, N. D.—We have built a new office, 16x22 feet. It is heated by a furnace, and we now have a directors' room, a general office room, and a bookkeeper's room.—Regent Co-operative Equity Exchange, D. C. Harrington, mgr.

Bismarck, N. D.—Acting upon complaint filed by J. A. McGovern, chief deputy inspector of weights, grades and measures, the state railway com'n ordered a number of grain dealers to appear before it Nov. 28 and show cause why their licenses to inspect and weigh grain under the grading act passed by the last legislature should not be revoked. The following dealers were charged with improper grading by Mr. McGovern: G. H. Sawyer, agt. the Victoria Elvtr. Co.; Roach; R. L. Olson, agt. the Victoria Elvtr. Co.; Berthold; R. A. Rasmussen, Palermo; H. Arnold, of the Arnold Elvtr. Co.; Stanley; and N. G. Nelson, of the Nelson Grain Co., Stanley. The cases were heard by the Com'n on the date set, but a decision was not rendered at that time, the matter being taken under consideration. Decisions will be given at a later date.

Belfield, N. D.—I sold one of my elvtrs. and a part interest in the feed mill to the Belfield Farmers Union Grain Co., and it is this plant which was destroyed by fire recently. I still own the West Elvtr., and it is being operated with A. Erickson as mgr.—N. J. Steffen.

Coburn sta. (Sheldon p. o.), N. D.—Arne Pfeinger, mgr. of the Farmers Elvtr. Co., narrowly escaped death recently when his clothing was caught in a shaft on a grain cleaner. His clothing twisted tightly, and, with the exception of his shoes and socks, it was pulled from his body. Mr. Pfeinger was thrown away from the machine and when he recovered consciousness he was standing upright against a pillar. He sustained several cuts and bruises, but no bones were broken.

OHIO

Ft. Loramie, O.—I have sold my mill and elvtr. to A. W. Baxter.—John Bramlage.

Massillon, O.—The Buckeye Cereal Co. has increased its capital stock from \$100,000 to \$300,000.

Amherst, O.—At a meeting held Nov. 24 the organization of the Farmers Mfg. & Supply Co. was perfected.

Cincinnati, O.—The Fitzgerald Bros. Co. has moved its office from the Union Central building to the Carew building.

Medina, O.—We are building a new elvtr. and feed mill to replace the one that burned in August.—O. C. Shepard & Co.

Columbus, O.—The firm of Robinson & Crist has been formed to deal in hay by H. L. Robinson, formerly with the firm of Cruikshank & Robinson, and M. V. Crist. Both of the members of the new firm have had extensive experience in the handling of hay.

Bucyrus, O.—We understand that H. N. Oberlander, of this place, has leased a tract of land on the Columbus & San division of the P. R. R. for the purpose of erecting an elvtr. with a hay storage warehouse in connection.—J. M. Smith & Fitzer, J. M. Smith.

Washington C. H., O.—A night watchman at the elvtr. of the Washington Mfg. Co. discovered two men entering the building on the night of Nov. 21, and when he fired upon them they fled, leaving behind an iron kettle filled with rags, paper and waste saturated with oil.

Cincinnati, O.—D. J. Schuh, sec'y of the Grain & Hay Exchange, has tendered his resignation. He will undergo an examination before the Intercollegiate Intelligence Com'n of the State Dep't for special commercial work abroad. It is understood that Sam Reeves, traffic mgr. of the Exchange, will succeed Mr. Schuh.

Hebron, O.—James Wagey, who was employed on the elvtr. which is being built to replace the elvtr. of Chas. A. Pence which was destroyed by fire last May, was probably fatally injured Nov. 20 when a scaffolding upon which he was working broke and threw him a distance of 25 feet to the ground. His skull was fractured in the fall.

Van Wert, O.—We have sold our elvtr. and business to Brandt & Hollerbaugh, and the writer expects to retire from the business temporarily, after having been in the trade continuously since 1888. Brandt & Hollerbaugh expect to build a drier in addition to the plant which we sold them.—The Pierce Grain & Hay Co., Charles T. Pierce.

Hilliards, O.—We are building a 25,000 elvtr. Equipment will include 3 elvtr. legs, one using cups 18x7, one 14x7 and one 11x7, together with up-to-date machinery for cleaning grain and seeds. Engine room will be of concrete, with one 35-h.p. gasoline engine, and another of 10-h.p. for light work. This firm is composed of W. H. Riddle, formerly of Vant & Riddle, Sedalia, O., and Paul G. Wood. We will handle grain, seeds and feeds, and expect to have our plant in operation by Jan. 1.—Riddle & Wood, Paul G. Wood.

Columbus Grove, O.—We have sold our elvtr. to H. W. Martin and will give possession Jan. 1.—Columbus Grove Grain Co., R. C. Deffenbaugh.

TOLEDO LETTER.

Mark Mennel, local agt. of the milling division of the Food Administration, now has charge of the distribution of all wheat in this locality.

Siva Bender, who was formerly employed by Southworth & Co., is now a lieutenant in the army, and is stationed at Camp Sherman. He was married to Miss Elsie Brill, of this city, Dec. 2.

Upon the recommendation of the Food Administration Grain Corporation the Produce Exchange has appointed a com'te to decide upon discounts for shipments of wheat grading below No. 3. The com'te consists of H. Wallace Applegate, of the milling division of the Food Administration; David Anderson, pres. of the National Mfg. Co.; F. O. Paddock; Harry R. Devore, vice-pres. of the Produce Exchange; and Fred Mayer, of J. F. Zahm & Co.

At the meeting conducted by Chas. J. Brand, chief of the Office of Markets and Rural Organization, Dec. 3, many grain dealers supported the suggestion that heat damaged kernels be permitted in No. 2 corn, asserting that this would allow for traces of old left over grain that would lodge in bins and become mixed with grain put into the bin later. It was also suggested that a test weight of 51 lbs. be put on No. 3 yellow corn. Michigan dealers who were present asked that the moisture content in No. 2 red wheat be raised from 13.5% to 13.8%.

The local wheat price fixing com'te of the Food Administration Grain Corporation has announced the following schedule of prices: No. 1 red wheat, 2.20. No. 2, 2.17, same as before. Minimum price on No. 3 is 2.14; No. 4, 2.11; No. 5, 2.08. Maximum price on No. 3, 2.16 for wheat containing 13.1 to 13.5 per cent moisture; 2.15 for 13.6 to 14.0 moisture. Maximum on No. 4, 2.14. Maximum on No. 5, 2.14 on wheat not exceeding 14.3 moisture; 2.13 on not over 14.7 moisture; 2.12 on not over 15% moisture. Sample wheat on its merits, but not above 2.16 of the sub-class represented. Smutty wheat on its merits.

OKLAHOMA

Byron, Okla.—The Hardin Grain & Supply Co. was succeeded by the Peebles Grain Co., of Amorita.—X.

Oklahoma City, Okla.—H. C. Adams, of the W. B. Stowers Grain Co., has been transferred to the Ft. Worth, Tex., office.

Fairview, Okla.—The elvtr. of the Farmers Elvtr. Co. has been extensively improved. A cleaner is included in the new machinery which was installed.

Altus, Okla.—An office will be opened by H. M. Stover, of Eldorado, mgr. of the Bennett Commission House, of Topeka, Kan. A business will be done in grain, hay and feed.

Hunter, Okla.—We have bot the feed and coal business of Lang & Lang and will operate it in connection with our grain and milling business. The acquisition of this property gives us 100 feet additional private trackage.—Hunter Mill & Elvtr. Co.

OREGON

Heppner, Ore.—The Farmers Elvtr. Co. has bot the mill and warehouse properties of the Heppner Mfg. Co.

Portland, Ore.—The commission of public docks has advertised for bids for the construction of a road to the \$3,000,000 public elvtr. which it will erect.

Salem, Ore.—The state emergency board, at its meeting Nov. 15, authorized the public service com'n to incur a deficiency of \$5,000 for the maintenance of the grain inspection dep't. The authority was given by unanimous vote of the mem-

bers of the board who were present. The measure was supported by the grain dealers of the state and by business organizations who had become interested in the matter. The inspection dep't will now be able to continue its work without being hampered by lack of funds.

PENNSYLVANIA

Carlisle, Pa.—Samuel E. Shenk, a grain dealer of this place, died recently from the effects of a paralytic stroke.

Philadelphia, Pa.—The grain business of S. D. Hunsberger, deceased, has been closed out to settle the estate.—E. H. Price.

SOUTH DAKOTA

Stockholm, S. D.—The Farmers Elvtr. Co. is erected coal bins.

Geddes, S. D.—The elvtr. of John H. Crowley was completely destroyed by fire recently.

Verdon, S. D.—I have sold my elvtr. to W. A. Flint & Sons, Mt. Horeb, Wis. It is not being operated at present.—P. H. Hangan, Elbow Lake, Minn.

Dallas, S. D.—The elvtr. which is being erected by the Farmers Union Elvtr. Co. is nearing completion, and John Whalen has been employed as mgr.

Ethan, S. D.—The recent report that we are planning to enlarge our elvtr. is incorrect, as we are not going to do any building.—Farmers Elvtr. Co.

Sioux Falls, S. D.—The Larabee Flour Mills Corporation, of Hutchinson, Kan., has purchased the elvtr. and mill of the United Flour Mills Co. and will place it in operation. The plant is known as the Queen Bee Mills.

Bruce, S. D.—The Farmers Elvtr. Co. has been reorganized, and the new company has taken over the affairs of the old. The following officers have been elected: L. L. Workman, pres., Armond Thompson, sec'y, and D. E. Crispin, treas.

Aberdeen, S. D.—The elvtr. of the Freeman-Bain Co. was burned Dec. 7. The elvtr. contained about 28,000 bus. of grain and this, together with adjoining buildings, was destroyed. Loss, about \$50,000. The fire is said to have started in the engine room.

Hecla, S. D.—The elvtr. of the Hecla Co-operative Elvtr. Co. was destroyed by fire on the evening of Nov. 26. According to those who discovered the blaze it started at a point under the office or driveway. The cause is not known. The loss on grain was about \$18,000 and that on building \$12,000.

Sioux Falls, S. D.—Owing to the light movement of grain for the past few months we have closed our local office temporarily. The business will be handled from the Sioux City, Ia., office, it being our intention to send a representative to Sioux Falls when the movement in South Dakota is sufficient to warrant it.—Flanley Grain Co., Sioux City, Ia.

Lemmon, S. D.—It has been fairly well established by railroad detectives who have been making an investigation of the circumstances surrounding the recent fires which destroyed the elvtrs. of the Lemmon Farmers Equity Exchange and the Western Lbr. & Grain Co., together with other property, that the fires were due to incendiaryism, and it is claimed that a plot existed to destroy elvtrs. along the line of the C. M. & St. P. from Lemmon to Aberdeen. Phosphorus is said to have been the agent used by the incendiaries to accomplish their work.

SOUTHEAST

Albany, Ala.—A plan is under consideration by the Chamber of Commerce to erect an elvtr. for the handling of corn.

Fitzgerald, Ga.—The Ben Hill Co. is building an up-to-date elvtr.—Brandon Mill & Elvtr. Co., W. L. Brandon, Marianna, Fla.

St. Petersburg, Fla.—Private wire connections have been established by C. D. Cates & Co. with Thomson & McKinnon, of Chicago.

Cairo, Ga.—The Cairo Elvtr. Co., of which Thos. Wight is the head, is building a 14,000-bu. elvtr.—Brandon Mill & Elvtr. Co., W. L. Brandon, Marianna, Fla.

Tuscaloosa, Ala.—We are operating the elvtr. formerly owned by the Western Grain Co. The capacity is 16,000 bus., the machinery consisting of a shuck sheller, grain thresher, drier, boiler and elvtr. Power is furnished by a 37-h. p. electric motor. F. G. Blair is pres., and I am sec'y and gen'l mgr. of this company.—Southern Grain Co., C. H. Penick.

TENNESSEE

Nashville, Tenn.—The Monarch Grain & Milling Co. incorporated; capital stock, \$15,000; incorporators, James P. Wilson, J. D. Scott and others.

Obion, Tenn.—The warehouse of the West Tennessee Grain Co. burned recently. Ten cars of baled hay, 200 bus. clover seed, 500 bus. oats, 300 bus. rye and other grain and feedstuffs was destroyed, the loss being about \$5,000.

Nashville, Tenn.—The Daugherty Vincent Grain Co. incorporated to engage in the grain business and to operate a warehouse; capital stock, \$5,000; incorporators, J. A. Daugherty, C. H. Vincent, W. D. McKay, J. W. Daugherty and Lee Parrish.

TEXAS

Yoakum, Tex.—We expect to move into our new warehouse about Dec. 10 or 15.—Merchants Grain Co.

Lufkin, Tex.—The plant of the White Grain Co. has been destroyed by fire with a loss of about \$15,000.

Plano, Tex.—John W. Ison, who has been elvtr. supt. for the Stark-Pore Grain Co. has resigned. W. A. Langford is his successor.

San Angelo, Tex.—The Halbert Seed & Grain Co., which according to a recent report had engaged in the grain business here, has not done so.—X.

Yoakum, Tex.—The Merchants Grain Co. has filed an amendment to its articles of incorporation, increasing its capital stock from \$6,000 to \$12,000.

Valleyview, Tex.—The Farmers Mill & Gin Co. incorporated; capital stock, \$17,500; incorporators, C. H. McCuistion, W. E. Ashton and V. D. Ashton.

Ft. Worth, Tex.—H. C. Adams, of the W. B. Stowers Grain Co., has been transferred from the company's Oklahoma City office to its office in this city.

Sherman, Tex.—Ernest Lieberkniech, formerly with the A-N-T Grain Co. at Wichita, Kan., is now ass't to J. R. McKnight, chief inspector of the Board of Trade.

Crowell, Tex.—The Crowell Mill & Elvtr. Co. will install 2 electric motors and a corn mill in its plant. A large warehouse will also be erected. W. S. Bell is mgr. for the company.

Ft. Worth, Tex.—D. F. Piazek, Kansas City agent of the Food Administration Grain Corporation, held a conference here Nov. 24 with grain dealers and cattle raisers with reference to the distribution of feed for cattle in the drought section of the state.

UTAH

Ogden, Utah.—Work on the construction of the elvtr. of the Ogden Mfg. & Grain Co. has been suspended because of water which was encountered in making the excavation. At first it was believed that it could be controlled with pumps, but as the work proceeded it became apparent that this was not possible, and tests have shown that a footing for the foundations can not be obtained except by going to a prohibitive depth. The company in charge

of the construction announced on Nov. 28 that renewed efforts would be made to erect the plant on the same site, and it is thought that this will be done, after piling are driven to furnish support for the structure. If it is decided that this cannot be done a new site will probably be chosen.

WASHINGTON

Mansfield, Wash.—Olwell Bros. have retired from the grain business.

Cheney, Wash.—The F. M. Martin Grain & Mfg. Co. has increased its capital stock to \$500,000 and will enlarge its mill from 300 bbls. to 800 bbls. and build additional grain storage.

Tacoma, Wash.—The Sperry Flour Co. is having plans prepared for 20 reinforced concrete grain storage tanks which it will build. The cost of the tanks will be about \$125,000.

WISCONSIN

Embarrass, Wis.—We have installed a feed mill in our warehouse and do custom grinding.—Buntrock & Kronitz.

Beaver Dam, Wis.—I am closing out my grain business to enter the service of the United States and will leave soon.—L. A. Peachey.

Watertown, Wis.—The building of a new elvtr. and warehouse has been under consideration by this company but no definite action will be taken until next spring.—Globe Mfg. Co.

Eau Claire, Wis.—The Red Front Flour & Feed Co. will erect an elvtr. adjoining its present place of business. The Milwaukee tracks have been moved to provide a site for the plant.

Eau Claire, Wis.—J. M. Craemer is pres. and treas., Matt J. Craemer vice-pres., and A. H. Regli sec'y of this company, which was recently incorporated to take over the elvtr. of the Milwaukee Elvtr. Co.—Eau Claire Elvtr. Co.

Oostburg, Wis.—The Farmers County Ass'n, of which W. C. Brill is mgr., contemplates erecting a brick and hollow tile warehouse for flour and feed. Plans are now being prepared, and the building is to be 35x45 feet, and to cost about \$6,500.

Manitowoc, Wis.—The elvtrs. of the Bartlett-Frazier Co., formerly owned by the Northern Grain Co., narrowly escaped destruction by fire early on the morning of Nov. 19 when an overheated furnace pipe set fire to the rafters under the office. The fire was extinguished with but little damage.

Livingston, Wis.—We believe that the contemplated farmers organization which was reported to be forming for the purpose of engaging in the grain business has not been perfected. In July we gave a 60-day option on our elvtr. and adjoining warehouses to a party who was active in promoting the new company, but nothing further has been done.—W. F. Alton & Co.

MILWAUKEE LETTER.

The Rialto Elvtr., owned by the C. & N. W. Ry., and operated by the Rialto Elvtr. Co., is being repaired and overhauled.

The Chamber of Commerce Service Flag, bearing 123 stars, was hoisted Nov. 28 over the entrance to the exchange building.

John L. Kellog, a member of the Chamber of Commerce, and a former member of the board of directors of the organization, died Nov. 27.

The rate of interest on advances on Es/L for December has been fixed by the finance com'te of the Chamber of Commerce at 7% per annum.

Geo. A. Schroder, mgr. of the traffic bureau of the Chamber of Commerce, was elected to membership on the board of directors of the National Industrial Traffic League at its recent annual meeting in New York.

The Fraser-Smith Co. has incorporated its business. The capital stock is \$30,000; incorporators, Albert L. Flanagan, Cecil Everett Grimes and S. C. Shea.

Plans for the 500,000-bu. elvtr. to be erected by William Kellog and Clement Petit will be ready by Jan. 1. The building will be of brick and reinforced concrete.

The Milwaukee Grain Commission Co., a new firm, has opened offices at 404 Mitchell building. P. E. Kamm is pres., C. C. Kamm vice-pres., and E. J. Morgan sec'y-treas. of the company.

The board of directors of the Grain Dealers National Ass'n has accepted the invitation of the Chamber of Commerce to hold its 22nd annual convention at Milwaukee. The convention will be held on Sept. 23, 24 and 25.

Edwin L. Rosenberg, R. E. Knowlton, G. E. Kopplekamm and Lowell S. Hoit have been admitted to membership in the Chamber of Commerce, and the memberships of C. E. Horey, E. P. Bacon, and Alfred Ballantine have been transferred.

M. Marcel Knecht, member of the French Chamber of Deputies, and ass't director of the Bureau of French Information in the United States, delivered a short address on the floor of the Chamber of Commerce Nov. 24. Before the war began M. Knecht was engaged in the grain business in France.

The Chamber of Commerce has raised \$1,500 among its members toward the quota allotted to Milwaukee for the construction of a gymnasium at Camp Custer, Battle Creek, Mich. Camp Custer is composed entirely of Wisconsin and Michigan soldiers and the two states will jointly contribute \$30,000 to build the gymnasium.

All bids made "to arrive" during the session of the Chamber of Commerce must be reported to R. W. Dillon, quotation reporter, who will record and post them on the blackboard. All bids made after the close of the session which are higher than the closing bid of the session of that day must be filed with the sec'y. This regulation became effective Nov. 30.

WYOMING

Powell, Wyo.—A. D. Pearson has built a 30,000-bu. elvtr. with up-to-date equipment, and it is now in operation.—N. Farlon.

Pine Bluffs, Wyo.—The Pine Bluffs Farmers Clearing House and the Lexington Mfg. Co. are having electric lights installed at their elvtrs. as a protection against incendiarism. Guards are also maintained at the elvtrs.

WHEAT CROP in South Africa are reported to be 4 to 14 percent above normal. Oats show 1 percent above normal against 36 percent below normal last year. Barley is reported normal for the year.

POSTMASTER BURLESON modestly asks for control of telephones and telegraph, to be made a part of and operated by the postal service, solely with a view to serving the public. The idea is claimed to be ably supported by the constitution.

WILLIAM KNICKERBOCKER, of Fairfield, Ia., gives this information: "Fifty years ago I had the same trouble with corn the Illinois farmers are having this year—early frosts and the corn spoiling in the cribs after husking. I dug a trench four feet deep and sixteen feet long and eight to ten feet wide. Eight feet above the bottom I made a grate of fence boards, set on edge so the ears of corn would not drop through. The heat from below passed up through the corn and dried it. I sold it in Chicago at top price. The next year I used a boxwood stove with plenty of pipe circling the pit.

Pittsburgh Drier Capacity.

Pittsburgh, Pa., Nov. 26.—Two elevators, the Central and the Exchange, both located on the Pennsylvania lines West of Pittsburgh, are equipped with driers and can handle about 5,000 bus. a day, if only the normal extraction of moisture is required. More time would be required to handle soft corn.

A flat rate of 3c a bus. is charged for drying but a new tariff, effective Dec. 20, places the charges on a graduated scale, as follows: For removing 3% or less moisture, 3c; 3% to 5%, 4c; 5% to 7%, 4½c; 7% to 9%, 5c; 9% to 12%, 6c; 12% to 15%, 8c; over 15%, 10c.

We have had only a few cars of new shelled corn here as yet and they have graded No. 3 and No. 4. C. G. Burson, Superintendent, Grain & Hay Exchange.

Holland's Grain Trade.

Holland's most serious war problem centers in the difficulty of securing sufficient breadstuffs and feedstuffs. Normally seven-eighths of the supply is imported. Since the war began production has been increased in small measure and the difficulty in securing ship space and the release of grains, particularly by the United States, has caused imports to decline. For eleven months of 1916, for example, Holland received 11,725 tons of rye against 55,032 tons for the same period in 1915. Barley also showed a marked decline, but imports of wheat for 1916 were about the same as those for 1915.

Early in 1916 arrangements were made with the grain commissioners at Rotterdam and Amsterdam by which 100 tons of grains should be placed at the disposal of dealers for distribution weekly. Feedstuffs were allotted on a basis of 30% of the amount requisitioned which was based on the quantity used in 1915.

Distribution thru the commissions was unsatisfactory and finally the government attempted distribution through the various agencies of the grain trade, commissions being regulated by law.

Breadstuffs for human consumption were controlled even more rigidly than cattle feeds. Every effort was made to stimulate imports of the latter, but imports were not large enough wholly to satisfy the demand.

Wheat prices were held firmly by the government from January until September, 1916, at \$147.93 per 5,291 lbs.; September price was \$178.85 and in November the price was \$183.31.

This year's supply is known to be far short of that secured in 1916, but detailed figures are not available. The new arrangement whereby Dutch shipping is placed at the disposal of the United States for private use will bring about the release of grain and other materials for Holland account.

RECENT EXPERIENCE has convinced me that the congress must go further in authorizing the government to set limits to prices. The law of supply and demand, I am sorry to say, has been replaced by the law of unrestrained selfishness. While we have eliminated profiteering in several branches of industry, it still runs impudently rampant in others. The farmers, for example, complain with a great deal of justice that, while the regulation of food prices restricts their incomes, no restraints are placed upon the prices of most of the things they must themselves purchase; and similar inequalities obtain on all sides.—President Wilson's Message.

Supply Trade

NO. PLATTE, NEB.—We have too much business for the amount of help we have.—W. H. Cramer Const. Co.

JUST a little psychology—just a little advertising and the dulllest day may be brightened.—Tycos-Rochester.

THE WELLER MFG. Co., as usual, is very early in sending out its 1918 pad for the desk calendar distributed by the company.

CHICAGO, ILL.—Carl Anderson, founder and president of the Anderson Engine Co., died Nov. 29, at his home in this city.

ST. LOUIS, MO.—L. B. Moses has been appointed 2d Vice Pres. of the Walter A. Zelnicker Supply Co., in charge of the rail dept.

MINNEAPOLIS, MINN.—C. A. Fitch for several years local manager of the Howe Scale Co. of Ill., has resigned to take effect Dec. 31.

ST. LOUIS, MO.—Walter A. Zelnicker Supply Co. bulletin No. 227, is now ready for distribution. It will be sent to Journal readers upon request.

SILVER CREEK, N. Y.—The S. Howes Co. has recently been incorporated for \$250,000. A. C., M. L. and M. A. Barbeau are the incorporators.

SCHENECTADY, N. Y.—Oil circuit breakers of the FK-25 type are fully described and illustrated in sectional catalog 47471 of the General Electric Co.

CHICAGO, ILL.—Frank B. Caldwell, sec'y of the H. W. Caldwell & Son Co. has been commissioned a captain in the coast artillery and has been transferred to Fort Monroe.

CHARLES CITY, IA.—The plant of the Charles City Engine Co. recently purchased by the Pocahontas Mfg. Co. is being rearranged to suit the needs of the latter company.

THE C. M. & St. P. Railroad Co. is installing in its elevator at East Bottoms, Kansas City, two No. 12 Invincible Compound Shake D. R. Separators. Each of those machines has a capacity of 4,500 bus. per hour.

POCATELLO, IDA.—The Burrell Engineering & Const. Co. has opened a warehouse in this city for the storing of elevator equipment to be used in elevators they are building in this section. G. R. Davidson is in charge.

FARIBAULT, MINN.—We have just sold two of our Employees Elevators to the C. & N. W. Ry. for installation in their grain elevator at Milwaukee. Our sales this year have been practically double those of last year.—Humphrey Elevator Co.

CHICAGO, ILL.—Book No. 310 entitled "The Ideal Drive for Clay Working Machinery" recently published by the Link-Belt Co. is now ready for distribution. Grain elevator owners who are interested in silent chain drives should send for this book, which is free on request.

CHICAGO, ILL.—Operators of plants producing equipment for grain elevators will be interested in a paper on "The Relation Between Perpetual Inventory Value and Appraisal Value" by Chas. Piez, pres. of the Link-Belt Co., calling attention to the real depreciation in machine tools, and the erroneous methods of many appraisal companies, presented at the annual meeting of the American Society of Mechanical Engineers.

PASSAIC, N. J.—"Doing Our Bit" is a handsomely prepared booklet recently issued by the Richardson Scale Co. giving a brief outline of what the company has done and is doing to help the big cause. The company will gladly send this booklet to Journal readers requesting it.

LINCOLN, NEB.—In a few days I will leave for Hot Springs, Ark. to take treatment for a month for the injuries received last spring in an automobile accident. After leaving Hot Springs I will go to Cuba, Panama and California, returning in April or May. During my absence my business will be taken care of by the Birchard Construction Co.—Geo. H. Birchard.

NEW YORK, N. Y.—Recently practically all the leading bag manufacturers of the country held a meeting in this city. The meeting was called to bring about much needed changes in a disagreeable situation. This situation was brought about by the high prices current for cotton and its product, as well as burlap; the big advances in the cost of twine, ink, labor, etc.

THE UNITED STATES Tariff Commission announces that it will hold hearings for the purpose of receiving information and suggestions from representatives of industry and commerce, and labor and foreign trade on war disturbances and the plans for readjustment to peace times. The first hearings were held Dec. 6 and 7. At this hearing representatives of business, designated by the U. S. Chamber of Commerce, appeared before the commission at its office in Washington.

JERSEY CITY, N. J.—The protective paint that is cheapest by the gallon is dearest by the year of service, because it lasts fewer years, and wastes labor and material, thru necessity of frequent repainting. The Joseph Dixon Crucible Co. in "Graphite," shows an excellent photograph of the large grain elevator plant of the Pioneer Steel Elevator Co. at Minneapolis, painted in 1912 and 1917 with Dixon's Silica-Graphite Paint, being five years' paint service. The Dixon Company also illustrated in the same issue the Great Eastern Elevator at Buffalo, on which its Silica-Graphite Paint has given a service of eleven years. Journal readers will be sent this booklet regularly upon request.

FREIGHT RATE increases on iron and steel articles were granted Dec. 4 by the Interstate Commerce Commission. The railroads had asked to cancel commodity rates and apply fifth-class rates, which would have caused increases varying from 20 to 50 per cent. The Commission held, however, that these were too high, and allowed a varying scale of increases ranging up to 90 per cent of the fifth-class rate. Former rates on iron and steel articles were entirely too low in western trunk territory, the commission held, owing mainly to the depression of the Chicago-St. Paul rate in competition with water carriers. The new rates which may be filed shortly would apply principally from Chicago, Peoria, Ill., St. Louis, Kansas City, Minneapolis, St. Paul, Duluth and Mississippi River crossings, to various western destinations.

WE THINK the Grain Dealers Journal a very good paper and well worth the money.—McDonald & Co., New Albany, Ind.

GOOD CROPS of wheat and oats were grown this year in the new country opened by the Hudson Bay Railroad in Saskatchewan.

Opens Montana Branch.

In response to the greater demand for machinery to condition grain a branch office has been established at Great Falls, Mont., by the Richardson Grain Separator Co., with plants at Minneapolis, Minn., and Winnipeg, Canada. R. T. Carey, who has represented the company in Montana for several years, has charge of the new office.

Mr. Carey was identified with the milling and elevator supply trade for sixteen



R. T. Carey, Great Falls, Mont.

years before joining the Richardson sales force. He is thoroly familiar with the problems of handling and cleaning grains and with the machinery employed in such work, having had charge of installations in some of the largest plants in the country. The further development of the grain interests of Montana are a guaranty of the continued increase in the demand for elevator machinery.

The factories of the Richardson company at Minneapolis and Winnipeg give it the largest output of separators in the Northwest. Until four years ago the company confined its attention to supplying the demand for separators coming from the large terminal elevators in the United States and Canada. Gradually there developed a call for separator machinery for the smaller country elevators, culminating in 1913 in the doubling of the capacity of the Minneapolis plant. The call continued and again in 1916 capacity of the Minneapolis plant, and that at Winnipeg, as well, were greatly increased.

WE COULD NOT very well get along without the Grain Dealers Journal.—Central Iowa Grain Co., Des Moines, Ia.

H. M. LEFROY, a chemist of London, and a lieutenant colonel in the British army, has visited Washington, Minneapolis and other cities to learn the best method of exterminating weevil in wheat, and will leave San Francisco Dec. 11, for Australia, where he will superintend the storage and shipment of 200,000,000 bus. of wheat for the government.

SIX THOUSAND cars of coal are stalled on various railroads at specific locations given by the Governor of Ohio in an appeal to the fuel administrator for relief. He reports cars held at Hobson, O., for two months; and that a manufacturer of aeroplanes at Dayton had 100 cars of coal stalled between the West Virginia mines and his plant, and that ¾ of the state institutions were out of coal.

Give Elevator Material Priority.

This suggestion is addressed to the railroad war board and to all whom it may concern.

Quick dispatch should be afforded all material required for elevator improvements, whether destined for new work or for enlarging elevators now in operation. This applies with special force to materials needed by elevator builders on the Atlantic seaboard, particularly at such ports as Greater New York, Philadelphia, Baltimore and Boston.

Atlantic seaboard facilities for storing grain leave much to be desired and that "much" is in the nature of capacity and equipment. The destruction of the Dow Stores served further to reduce the meager facilities for storing and handling grain in New York harbor for export.

Recently it became necessary to discharge the grain in the holds of Dutch steamers held pending determination of their destination, and the capacity of all driers was overtaxed to take care of a total of about 10,000,000 bus. While this grain was being dried out and redistributed it was impossible to secure storage room for incoming grain or to have it dried. That condition necessitated the holding of the grain in ears, thus tying up equipment badly needed elsewhere in the country, and was a big factor in causing practically all of the eastern trunk lines to declare embargoes.

Facilities for storing grain and otherwise taking care of it can be provided in much less time and at much lower cost by building elevators than by building freight cars, or by using those now available for that purpose. Grain that reaches a well equipped elevator is safe, or as nearly safe as anything can be under ex-

isting conditions. It can be stored at minimum cost and can be put in prime condition, if it needs attention in any way.

Put materials for grain elevators on the priority list, way up near the top. See that those desiring to build or extend their elevator facilities are supplied promptly with all the material they need. If that is done the practice of using box cars to warehouse grain can very shortly be discontinued, the cars released and made to furnish transportation for which they were constructed.

A further co-operation between the government, the railroads and the members of the grain trade will enable the latter to do at the very lowest cost and in the very best manner those things they have spent a lifetime in learning how to do.

It should be borne in mind that much of the material used in elevator construction is of local origin. Other necessary supplies may have to be brought from a distance. If given priority over other traffic it will call for the use of cars, rails and motive power on a small scale and for a short time only and when completed will release cars now held and which in an increasing manner in the future at Atlantic coast ports must be held because elevator facilities are inadequate to unload them promptly.

SHORTLY after the regulations to govern the Big Five packers were made public there was a sharp protest against the fixing of 9% as the maximum profit. This was overruled by the Food Administration, it being declared that if necessary the government might finance enlargements to the plants to make their capacity equal to war needs.

Soft Corn for Alcohol.

Progress is reported by those who have undertaken to secure permission to reopen the distilleries of Indiana, Illinois and other corn states which were closed when the order forbidding the manufacture of beverage spirits became effective. A commission composed of forty men has been appointed by H. Barnard, food administrator of Indiana, to go to Washington and bring home the coveted order. A meeting of the com'te with Food Administrator Hoover was to be arranged by J. J. Stream of the federal food administration, of Chicago.

The commission as appointed includes Governors Goodrich of Indiana, Lowden of Illinois, Cox of Ohio, Stanley of Kentucky, Gardner of Missouri and Harding of Iowa.

Other members include E. D. Funk, president of the National Corn Growers' Ass'n, Bloomington, Ill.; J. J. Stream, Chicago; Harry Wheeler, Illinois food administrator; Marshall Hall, grain dealer, St. Louis; Harry M. Paynter and E. W. Andrews, board of trade, Chicago; G. I. Christie, Purdue University, Lafayette, Ind.; Edward H. Taylor, distiller, Lexington, Ky.; B. F. Harris, Champaign, Ill.; C. F. Curtis, College of Agriculture, Ames, Iowa; Harry R. Kurrie, pres. of the Monon Railway, Chicago; Samuel Woolner, Jr., distiller, Peoria, Ill.; John H. Fitzgerald, distiller, Hammond, Ind., and H. F. Cellarius, distiller, Cincinnati.

ANTHRACITE coal prices were advanced 35 cents a ton by executive order, effective Dec. 1. This increase to offset the increase in wages and other operating costs. It does not apply on coal sold at mines on contracts providing for an increase in price in the event wages are increased.

The Freezing of Soft Corn

Doesn't Dry it. Frozen corn "rattles" but when it thaws it is still damp.

The cold snap, however, gives you more time to install a

HESS DRIER

and to do your patriotic duty by drying and saving that soft corn. We are delivering promptly—and our driers are making big money for the users.

Write, wire or phone, for quick service.

HESS WARMING & VENTILATING CO.
907 Tacoma Building, CHICAGO, ILL.

Moisture Testers also—Brown-Duvel for gas, gasoline, alcohol or electricity;
glass (official) or copper flasks.

Grain Carriers

THE UNION PACIFIC has recently given an order for 3,550 freight cars.

THE CONCRETE ELEVATOR at Buffalo recently unloaded 388,000 bus. of wheat from the steamer Michigan, using three legs, at the rate of 55,000 bus. an hour.

LIGHTHOUSES and other aids to navigation on the Great Lakes controlled by the United States government will be kept in operation as late as possible in order to extend the season of navigation.

A RATE of 5½c with ¾c extra for storage, if desired, on grain from the head of the lakes to Lake Erie ports has been agreed upon by the Grain Corporation and the vesselmen, from Dec. 1 to the close of navigation.

CORN will be handled under the red ball system until Dec. 15 by order of the superintendent of transportation of the Wabash. This expedition as perishable freight is likely to be continued after Dec. 15.

CARS for moving western grains now are being furnished by the eastern roads, the first distribution being made Nov. 30. Within 60 days 10,000 cars are to be furnished the western lines and held permanently in the west.

AN INCREASE in rates on grain and grain products between New York, Boston and South Atlantic ports and beyond, is asked by the Clyde Steamship Co. in a petition filed with the Interstate Commerce Commission.

FILING of increased elevation and handling charges at Buffalo has been formally approved by the Interstate Commerce Commission. The rates were increased from ½ to ¾c per bushel for elevation on ex-lake grain in tariffs to have been effective June 10.

PENDING an investigation of the entire water competition situation on the great lakes the Interstate Commerce Commission has deferred, until after April 4, 1918, the effective date of the proposals of the principal trunk lines east of the Mississippi to raise joint rail and lake rates to the level of all rail rates.

VICE PRESIDENTS of the great railways east of Chicago, as a com'te, will operate the lines as a unit of transportation with a view solely to handling freight in the most expeditious manner possible. For the time being Pennsylvania, New York Central, Baltimore & Ohio, Erie and others are merely distinguishing names.

TRAINMEN AND CONDUCTORS through their organizations demand a 40% increase in wages. This demand was made Dec. 1 and affects practically every railroad in the country. Railroads are asked to reply not later than Dec. 31, thru a joint committee representing all transportation lines, the labor organizations to do likewise.

THE RAILROAD WAR board on Dec. 6 told Senator Newlands, chairman of the Interstate Commerce Committee that the railroads will need a loan of \$1,000,000,000 from the government for the first year under a plan of government financing. It is believed that the President will advocate strengthening of the railroads by a scheme of government financing, but only on condition that control of the railroads and of expenditures of funds advanced by the government pass under government supervision.

UNFILLED ORDERS for 140,012 cars are shown in the report of Fairfax Harrison, chairman of the railroads' war board. The unsatisfied demand is not entirely in the congested east-of-Chicago district, for orders for 97,000 cars were from other sections. Radical redistribution of cars has been ordered in an effort to relieve the situation.

HEARING on the appeal in the case of the United States vs. the Laser Grain Co., found guilty last February of filing fraudulent claims against railroads in 1912 on shipments of peaches from Arkansas, was begun in the U. S. Circuit Court of Appeals at St. Louis, Mo., Dec. 3. The company originally was fined \$250 each on four counts.

GRAIN is moving from Winnipeg to the head of the lakes at the rate of 1,500,000 bus. a day. The normal movement at this time is 1,000,000 bus. daily. This increase in movement was made possible by the Canadian Pacific lending the other lines a large number of its box cars. Some grain also is moving out thru Vancouver, thence via the Panama canal to Europe.

ADDITIONS, CANCELLATIONS, withdrawals, eliminations, opening or closing in fact any change in the status of a station relative to its ability to receive express matter or freight should immediately be placed before the shipping public by tariff. Permission is granted carriers by the Interstate Commerce Commission to issue such tariffs without formal hearing, order 125 of Nov. 20 to be named as authority.

MORE THAN 1,000,000 bus. of grain were shipped from Duluth elevators Nov. 30, making that date the biggest day in the history of the port. Shipments by boat alone were slightly in excess of the million bus. mark, the record being: Steamer C. W. Watson, 230,000 bus. wheat; Anna Minch, 26,000 bus. flax seed and 170,000 bus. wheat; J. J. H. Brown, 291,000 bus. rye, and P. J. Reiss, 200,000 bus. of wheat and 87,000 bus. of rye.

A BIG REDISTRIBUTION of cars has been ordered by the war board. The Pennsylvania is to give the Chicago & Northwestern 1,000 cars for handling grain and flour, and to furnish the Illinois Central with 1,500 cars. The B. & O. is requested to send the Soo line 1,000 cars and the Clover Leaf 5,000 cars, the New Haven road to furnish the Illinois Central with 500 cars. The Burlington is to get 500 cars from the B. & O.

EASTERN RAILROADS have been ordered by the car commission to give 10,000 cars to western railroads, some of which are being delivered daily. It is understood that western cars are not to be sent East and are to be kept especially for the movement of grain. When they reach terminal markets they are to be unloaded promptly and returned to the interior to be reloaded at once. No one grain is to have preference, except possibly soft corn.

TO RELIEVE the congestion of Eastern lines and enable the return of box cars to Western lines for use in handling grain, the commission on car service at request of the Food Administrator, Dec. 6, declared a zonal embargo on the shipment of corn and oats effective at the close of business on Dec. 8. The embargo extends to the territory south of the Canadian border, east of the line separating Wisconsin and Michigan, Indiana and Illinois, and north of the Ohio and Potomac Rivers from points outside. The order was sent to all railroads.

BY SCHEDULES, filed to take effect Feb. 1, 1917, the New York Central Railroad Co. proposed to cancel the waiver of back-haul or out of route charges on grain milled in transit at certain stations in Michigan north of its main lines between Elkhart, Ind., and Toledo, when the product is destined to Bryan, O., or Toledo and points south and east thereof. Upon protests by the Michigan State Millers Ass'n and the Amendt Milling Co. of Monroe, Mich., the schedules were suspended until December 1, 1917. The Interstate Commission recently decided that the proposed cancellation is justified and ordered the suspension vacated.

THE MAIN CAUSE of the congestion has been the enormous increase of business, but another important cause has been the failure of the government to adopt adequate measures for controlling the movement of materials being used in its military preparations. Judge Lovett, the government priority director, has not issued enough priority orders to cause any trouble, but the different government departments have had preference given to such a large volume of shipments that last week it was reported that on certain of the main eastern trunk lines two-thirds of all the freight being handled was moving under preference requirements.—*Railway Age-Gazette.*

Tax on Transportation.

All demurrage, track storage, unloading and weighing charges assessed by a common carrier shall be held to be a part of "transportation" and the war revenue tax of 3% shall be paid thereon.

In the informal interpretation of that section of the federal revenue act imposing a tax on freight charges (Sec. 500) it was stated that the tax of 3% should not be levied on these charges.

Now comes a Treasury Decision to the effect that the definition of "Transportation," in its relation to the business of a common carrier, contained in the interstate act shall apply to that term as used in the federal revenue act. In passing, the Chicago & Northwestern Railroad Co. to whom the decision was addressed, stated that any charge which was not a part of the thru rate would be taxed in the same way and at the same rate as the charge for "transportation."

Buy on Local Rate at Chicago.

For many years shippers of wheat to the Chicago market have enjoyed the privilege of selling grain on the Illinois proportional freight rate, as well as the local rate. From many points the proportional rate is 1 to 2 or 3 cents lower than the local rate into Chicago, and cars covered by proportional billing would sell for that much more in the sample market.

Now the Food Administration Grain Corporation announces that effective Dec. 1 it will buy wheat only on the basis of the local freight into Chicago. Shippers are to absorb all charges, including switching. Expense bills for the freight and switching must be furnished to the Grain Corporation. As practically all millers have agreed to abide by the Grain Corporation's prices the grain receivers at Chicago have no outlet to give their shippers the benefit of the proportional rate; and will unite in a protest against this ruling.

THE TEUTONS captured 300,000 tons of wheat just behind the Italian lines in their November advance.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Western Trunk Lines in Sup. 40 to 1-M give rules, regulations and exceptions to classifications, effective Jan. 1.

I. C. in 1-C gives rules and regulations governing the elevation of grain at stations on its own lines and connections, effective Dec. 15.

I. C. in Sup. 17 to 6861A quotes rate on wheat from stations on its own lines in Illinois and Indiana to Pekin and Peoria, Ill., effective Dec. 11.

I. C. in Sup. 23 to 2485J gives rules and charges governing milling and mixing in transit of grain at stations on its own lines, effective Dec. 15.

C. B. & Q. seeks permission to increase to 7c the rate on grain between Peoria and stations Carman to Rock Creek, Ill., inclusive; I. C. C. 10739.

N. Y. C. in ICC 6092, canceling ICC B23697 quotes rates on wheat and corn from points in New York to stations on its own lines, effective Dec. 15.

B. & O. in Sup. 6 to 5408G gives rules governing the milling and malting of grain in transit at stations on its own lines and connections, effective Dec. 15.

St. L. & S. F. has asked permission to increase the rate on corn to 13½c per hundred between designated points in Missouri and Oklahoma, I. C. C. 6699.

C. & E. I. in Sup. 4 to 6639C provides rules governing milling and malting of grain and grain products in transit at stations on its own lines, effective Jan. 15.

D. & R. G. in Sup. 24 to 5525 quotes rates on grain and grain products and articles taking same rates between stations in Colorado and New Mexico, effective Dec. 22.

N. Y. C. in Sup. 20 to A30850 gives rates on wheat and corn from Buffalo, N. Y., to points in Massachusetts, New York, Maryland, Pennsylvania and Maine, effective Dec. 15.

M. P. in Sup. 8 to 2-O gives rules and regulations governing transit privileges accorded grain and grain products at stations on its own lines and connections, effective Dec. 20.

C., B. & Q. in 4202G, third revision of page 11, gives rules governing the transit privileges on grain and grain products at stations on its own lines and connections, effective Dec. 12.

B. & O. in Sup. 19 to 5328C gives rates on grain and grain products from stations on its own lines and connections to points in C. F. A. territory and Canada, effective Dec. 15.

I. C. in Sup. 8 to 2233K gives rates on grain between stations on its own lines in Illinois, also between Dubuque, Ia., and Herrick and West Lebanon, Ind., and cancels tariff ICC A9067, effective Dec. 15.

I. C. in 13337A quotes rates on grain and grain products from Sioux City, Ia., to points in Alabama, Kentucky, Louisiana, Mississippi and Tennessee, also Helena, Ark., and Pensacola, Fla., effective Dec. 15.

C., St. P., M. & O. in Sup. 16 gives rules governing milling, cleaning, storing, malting or mixing of grains in transit from stations on its own lines and connections to stations on its own lines, effective Dec. 15.

Chicago, Peoria & St. Louis in Sup. 9 to 8087-H quotes rates on grain and grain products from Peoria and Pekin, Ill. (when from beyond), also from stations from its own lines to points in Alabama, Arkansas, Louisiana, Mississippi and Tennessee, effective Dec. 22.

St. L. & S. F. seeks permission to raise car load rate on flour from Gideon & North Island stations and from Gideon, Baxter and O'Neil, Mo., to Memphis, Tenn., to 10c a hundred; I. C. C. 7043.

C. R. I. & P. in Sup. 14 to 29075C quotes rates on grain and grain products between stations in Colorado, New Mexico and Wyoming and stations in Kansas, Nebraska, New Mexico and Oklahoma, effective Dec. 15.

Great Northern in Sup. 12 to 636A quotes rates on grain and grain products from and to stations in Montana, Idaho, North Dakota, South Dakota, Illinois, Indiana, Minnesota, Missouri and Wisconsin, effective Dec. 15.

C., R. I. & P. in Sup. 1 to 27304E quotes rates on grain and grain products between stations in Illinois, Iowa and Minnesota on its own lines to its own stations in Iowa, Minnesota, and South Dakota, effective Dec. 15.

C., R. I. & P. in Sup. 12 to 28600A gives rates on grain and grain products from points in Iowa, Kansas, Missouri, Nebraska and Oklahoma to stations on the Cotton Belt in Arkansas and Louisiana, effective Dec. 15.

B. & O. in Sup. 12 to 4923G gives rates on grain and grain products from stations on its own lines and connections to points in Maryland, West Virginia, New York, Massachusetts, Pennsylvania, Canada and eastern points, effective Dec. 15.

C. & E. I. in Sup. 28-A to 622-C gives local, joint and proportional rates on grain, grain products, corn cobs, broom corn and seeds from its own stations to points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, Wisconsin and Canada, effective Nov. 20.

C., R. I. & P. in Sup. 39 to 19690F quotes rates on grain and grain products from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, also Council Bluffs, Iowa, to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Louisiana and Mississippi, and on corn and grain products from Memphis, Tenn., to stations in Oklahoma, effective Dec. 15.

I HAVE taken the Grain Dealers Journal practically all of the time during the past 14 years and I feel that it is money well spent. No grain dealer or agent can afford to be without it.—E. A. Bailey, agt. Bingham Bros., Verdi, Minn.

THE EMBARGO preventing the shipment of oats and corn east of the Illinois-Indiana state line, and the delivery of empty box cars to western roads, means that grain will move to Western market centers, where the cars will be unloaded promptly and sent back to the country for another load. This will continue until a good stock of corn and oats is accumulated, and it begins to look as if we might have a real market again. There is plenty of grain east of Chicago to supply their needs and the Eastern railroads have more business than they can handle, which was one cause of this embargo. The principal reason, however, is the desire of the Food Administration to enable the farmer to market his corn and oats, to accumulate a good stock of both at Western market centers, which can be drawn upon as needed, but particularly to prevent any extreme prices. This will make deliveries of contract corn and oats on Futures possible and restore our market to a stable basis, a thing very much desired by every one concerned.—W. H. Perrine & Co.

Wanted

A miller, either present mill owner or operator, who is ready for an opportunity to get into the milling business on the money-making side. Prefer a man who has had his experience with unprofitable, expensive-to-run, long-system machinery and knows how hard it is to make ends meet with this type of equipment.

If you have \$3000 to invest, we will start you in business with an American Marvel Mill, the latest development in modern milling equipment, and will show you what it means actually to make money with a flour mill of 100 barrels' capacity and under.

1200 American Marvel Mills are now in operation, and among the 1200 owners are hundreds of old long-system millers who, after struggling for years to make a profit with cumbersome, expensive-to-operate, antiquated equipment, saw the advantages of the wonderfully efficient, automatic self-contained American Marvel and today are making more money in one year than they used to make in five.

Millers—mill owners—head millers—INVESTIGATE this proposition and know all the facts. Let us refer you to well-known long-system millers of many years' experience who would not go back to the old way under any circumstances.

A letter or postcard will bring all the facts. Write it today—it may mean the turning point for you as it has for hundreds of others.

The American Marvel Mill

- is made in 7 capacities—15, 25, 40, 50, 60, 75 and 100 bbls. per day.
- can be operated by one man. As operation is practically automatic, this man will have plenty of time to wait on trade and attend to all matters around the mill without assistance.
- practically eliminates upkeep.
- will outlast any other flour mill equipment manufactured.
- requires less horsepower per bbl. than any other mill. As compared with your long-system equipment it will cut down power bills to a mere fraction.
- produces quality and yield as high as can be had with any mill, regardless of size of make.
- is no experiment. Seven years solid success behind it. Hundreds of experienced millers prefer it to long-system equipment.
- you can get it on very liberal terms.
- every sale is made on 30 days trial, the purchaser being the sole judge.

Over 1,200 American Marvel Mills Now in Operation

The Anglo-American Mill Co., 435 Trust Bldg., Owensboro, Ky.

Supreme Court Decisions

Conversion by Carrier.—There is a conversion, where the consignee, after fruitless efforts at adjustment, makes unconditional offer to pay all the carrier's charges, and it refuses the money and sells the goods.—*Dowling v. Seaboard Air Line Ry. Co.* Supreme Court of South Carolina. 93 S. E. 863.

Measure of Damages for Breach of Contract.—The measure of damages for breach of a contract to purchase meal was the difference between the contract price and the price at which the goods were disposed of, plus any freight charges incurred because of the breach.—*Laser Grain Co. v. Tennessee Fibre Co.* Supreme Court of Arkansas. 197 S. W. 1166.

Refusal to Accept Wheat on Contract.—Before a purchaser of wheat could recover damages for alleged failure to deliver under the contract, he must show an offer to perform according to the terms thereof, and a refusal by the seller, though an offer of the price was unnecessary where a refusal to accept was shown.—*M. H. Houser v. B. Atherton.* Supreme Court of Washington. 167 Pac. 1109.

Receiver Can Not Sell Mortgaged Crop.—The complaint shows that in an action to foreclose a real estate mortgage on certain land a receiver was appointed, and he took and sold to the defendant the grain crops on the land. The plaintiff had a valid mortgage lien on the crops for \$1,300 and interest. Hence the court erred by directing a verdict for the defendant.—*More v. Western Grain Co.* Supreme Court of North Dakota. 164 N. W. 294.

Transactions on Margins.—A broker informed customers carrying stocks on margins that he had such stocks for them. The broker in fact had no such stocks on hand, subject to the demands of customers, free from other demands, as required by the custom of brokers. Relying on the broker's statement, customers made payments on margins, and subsequently made other payments. Held that, where the broker was conversant with the facts, his discharge in bankruptcy must be denied, on the ground that he made false statements to obtain money, even though he did not consider the statements false, and expected thereafter to acquire such stocks for the customers.—*In re Shea.* U. S. District Court, Massachusetts. 245 Fed. 363.

Co-operative Elevator Subscribers Are Liable.—This action was to recover on promissory notes executed by defendants to the Farmers' Elevator Company of Barry. The only defense submitted to the jury was want or failure of consideration. Defendants pleaded and proved that they were farmers in the vicinity and as such interested in the operation and maintenance of the elevator as a market for their wheat; that the notes were given to provide the elevator company with funds to continue in business; that the agent who solicited the notes stated that the indebtedness of the company was about \$700, whereas it was many times that sum; that it was agreed that, if enough was not raised to clear up the indebtedness of the company, defendants' notes would be returned to them. The cash and notes raised, while not sufficient to pay the indebtedness of the elevator company, enabled it to resume operations and continue in business for three years, when it went into the hands of plaintiff as receiver. It is held that the evidence did not justify a finding that there was a want or failure of consideration for the notes.—*Galbraith v. Clark.* Supreme Court of Minnesota. 164 N. W. 902.

Delay in Unloading Cargo.—Where a vessel was chartered for the transportation of wheat, and the charter party fixed no time for unloading and provided no lay days, the owner of the vessel cannot, by libeling the wheat, recover damages occasioned by delay in unloading the vessel on the theory that the charterer had a right of action over against a railroad company whose negligence in furnishing cars caused the delay. Where a B/L specified delivery at a certain elevator at port of destination, delivery will ordinarily be made at such port in turn; vessels arriving ahead having precedence.—*Acme Transit Co. v. 133,000 bus. of Wheat.* U. S. District Court, New York. 243 Fed. 970.

Can Not Force Carrier to Carry to Desired Destination.—A bill to compel a railroad company to issue a B/L requiring it to carry and deliver at a place on the line of another road a single carload of wheat owned by complainant does not state a cause of action within the jurisdiction of a federal court of equity, there being an adequate remedy at law by an action for damages. It cannot be disputed but that an action at law for damages is a complete and adequate remedy for the refusal by a common carrier to transport a single carload of wheat. The damages to be recovered are easily ascertainable, and in the present case would be the difference between the value of the wheat at Minneapolis and at Evansville, Ind., less expense of carriage.—*Nor. Pac. Ry. Co. v. Van Dusen-Harrington Co.* U. S. Circuit Court of Appeals. 245 Fed. 454.

Validity of North Dakota Elevator Building and Grain Grading Act.—The clause of Senate Bill No. 314, Legislative Assembly of 1917 (Popular Ed. Sess. Laws, p. 188), which provides that the Commissioners of Railroads shall set aside 25 per cent of all fees collected to create a fund for building public grain storage warehouses within the state, is not expressed in the title to the act, and is therefore unconstitutional. The Legislature may delegate to a ministerial board the power to fix the salaries and to determine the number of employees necessary to carry out and enforce the provisions of a general inspection law, provided that the total sum to be paid and expended shall not exceed the reasonable cost of such inspection, and is paid from a fund created by fees for licenses and for inspection and grading, and no part of which is to be used for any other purpose.—*State ex rel. Gaulke v. Turner.* Supreme Court of North Dakota. 164 N. W. 924.

Buyer's Negligence.—Thru a broker in Huntington, F., a grain dealer in that city, ordered from A. & W. Co., in Troy, Ohio, a carload of grain. It arrived in Huntington in good condition, on the evening of March 25, 1913, and on the next morning was placed on a spur track built for F.'s accommodation, and he was immediately notified by postal card dropped in the city post office. B/L with draft attached had been mailed by A. & W. Co. to the Huntington National Bank, with instructions to notify F., and was received by it on the 25th of March. It immediately notified F. by telephone and was requested by him to hold the draft until arrival of the car. F. did not pay the draft or take up the B/L, and on the morning of the 28th an unusual flood in the Ohio river submerged the spur track, and the water continued to rise until it destroyed the grain. Held, F. is liable in damages to A. & W. Co. for his negligence in not taking up the B/L and receiving the grain.—*Allen & Wheeler Co. v. John S. Farr.* Supreme Court of Appeals of West Virginia. 93 S. E. 1030.

I HAVE been reading the Grain Dealers Journal for some time, and it is improving with every issue. I think every grain dealer and grain buyer needs the Journal, and I know it will help him in his business.—I. A. Cooke, agt. Trans-Mississippi Grain Co., Smithland, Ia.

Judgment Against Carrier for Deterioration.

The appellate court of Illinois on Dec. 1 gave a decision in favor of the E. B. Conover Grain Co., of Springfield, Ill., in one of a number of suits pending, involving deterioration of corn in transit, and amounting to \$25,000.

The car described in count two containing 65,650 pounds of corn was shipped from Dawson, Ill., Feb. 28, 1916, and was 28 days in transit. The car declared upon in count three contained 65,730 pounds of corn was shipped Feb. 15, 1916, and was 41 days in transit. The car declared on in count five contained 66,000 pounds of corn was shipped Feb. 14, 1916, and was 97 days in transit. It is the claim of plaintiff that the corn in each of these cars heated, spoiled and rotted in the car because of the delay in transit. The jury found the defendant guilty under counts two, three and five, and assessed plaintiff's damages at \$388.74 and found the defendant not guilty as to all other counts. Judgment was rendered on the verdict in favor of plaintiff. The defendant Wabash Railway Co. appealed.

Defendant argues that a carrier is only liable for unreasonable delay, and that at the time this shipment was accepted by appellant, the great congestion existing at Baltimore over the lines of railroad entering that city prevented the prompt transit of the grain in question, that the congestion was brought about by conditions directly attributable to the European War, the demand of European nations for foodstuffs, the large crops raised and the rush of such commodities to Baltimore and the impossibility of securing ships because of conditions brought about by the war.

The court held: The evidence shows that the corn shipped by appellee was No. 5, when shipped and that No. 5 in Illinois corresponds with or would be either "prime sail" or "steamer corn" in Baltimore, and that the corn was from twenty-eight days to over three months in transit while the usual time is from eight to twelve days, and that because of the unusual time occupied in transit the corn heated, rotted and decayed so that when it arrived in Baltimore it graded as "rejected corn." The difference in the price between "steamer corn," and "rejected corn" in Baltimore when the corn arrived there, was from 25 to 30 cents per bushel, and "steamer corn" was 3 cents less than "prime sail" corn. The contention of appellant is that the measure of damages is the difference between the fair cash market value of the corn at the time and in the condition in which it should have arrived and its market value at the time it did arrive. The claim of appellee is not for the depreciation caused by the fermentation and decay of the corn because of the delay, and his contention is that the measure of damages is the difference between the market value of the corn at the time it reached its destination in the condition in which it should have arrived and its market value at the time in the condition in which it did arrive.

If the damages sought to be recovered were for delay only, then the rule is as contended for by appellant. It requested, and the court gave an instruction stating that to be the rule in this case. We hold that the instruction was erroneous, because it was not limited to damages resulting from delay only, but appellant cannot advantage by its own error. The claim of appellee is for deterioration of the grain because of the negligence of appellant, and for loss of grain. Where the goods were both damaged and delayed in transit and during the delay the market price had risen so that the increased value, thru the rise in price was greater than the diminution through injury the plaintiff should recover damages resulting from the injury, the carrier cannot be exempt from the consequences of his own wrong by an advance in price. *Morrison vs. I. & V. Florio S. Co.*, 36 Fed. H.; *Sedgwick on damages*, p. 1763. There is no error in the admission of evidence concerning damages for deterioration caused by delay.

The rule is settled that where a carrier

receives freight unusual press of business or congestion will not excuse delay unless the shipper was notified at the time the shipment was received of such congestion. "By the mere act of accepting the freight without explanation, the company undertook to transport and deliver it within a reasonable time." "The company knew that its lines were in such condition as to incapacitate it for performing its full duty as a common carrier by delivering goods not only in safety, but in a reasonable time. In order to save itself from liability it should have disclosed to the shipper the condition of its roads." Appellant was guilty of negligence in accepting the grain for shipment when it knew or ought to have known, it could not transport it to its destination within a reasonable time.

Appellee is entitled to sue for and recover the damages caused by the delay and negligence of appellant in transit without giving any notice or filing any claim as a condition precedent to recovery for such damages. There is no reversible error in any question presented for review. The judgment is affirmed.

REMOVAL OF DUTY on wheat from Canada to the United States or from this country to Canada, on April 16, 1917, brought about a tremendous increase in importation of the cereal from our northern neighbor. For the first nine months of the year imports reached a total of 21,490,269 bus., of which more than 14,000,000 bus. came in duty free after April 16. Imports of wheat for the first nine months of 1916 were 3,269,607 bus. Imports of wheat flour were 403,270 bbls., of which 297,695 bbls. came in duty free. Flour imports for the first nine months of 1916 were 157,289 bbls., for 1915, 90,499 bbls. Flour and wheat are leaking into the United States at every customs house along the border.

Feed Manufacturers at Richmond, Va.

At the semi-annual meeting of the American Feed Manufacturers Ass'n at Richmond, Va., Nov. 22, about 40 manufacturers were represented, and the principal subject considered was the possibility of control by the Food Administration over the feedingstuffs industry.

At the meeting a com'te was appointed to consider co-operation with the government in control, and this com'te chose G. A. Chapman, H. A. Abbott, J. T. Genung, F. A. McLellan, G. D. Simonds, R. P. Walden and J. T. Morgan to confer with the Food Administration, who, by appointment met Scott F. Evans, of Baltimore, as representative of the Food Administration at New York Nov. 24.

Mr. Evans suggested that they choose a com'te to join with the administration in devising and enforcing a plan of voluntary control over the entire industry. The names of the gentlemen so chosen have been forwarded to the Food Administration at Washington and are awaiting Hoover's approval.

Feedstuffs Movement in November

Receipts and shipments of feedingstuffs at the various markets during November, 1917, compared with November, 1916, were as follows:

| | Receipts. | | Shipments. | |
|---------------------|------------|------------|------------|------------|
| | 1917. | 1916. | 1917. | 1916. |
| Chicago, lbs. | 49,696,000 | 39,904,000 | 52,345,000 | 59,644,000 |
| Minneapolis, tons | 9,519 | 7,287 | 75,997 | 64,070 |
| Milwaukee, tons | 6,220 | 13,024 | 15,245 | 27,488 |
| Kansas City, tons | 3,940 | 3,300 | 11,940 | 11,180 |
| San Francisco, tons | | | | |
| St. Louis, sacks | 47,720 | 127,230 | 92,590 | 75,050 |
| cars | 43 | 29 | 95 | |
| Cincinnati, tons | 10,903 | 9,474 | 11,039 | 9,148 |
| New York, tons | 652 | | 206 | |

Feedstuffs

MILWAUKEE, Wis.—The Murphy Feed Co. is erecting an office building at a cost of \$2,500.

KEARNEY, NEB.—The new plant of the Great Western Alfalfa Mfg. Co. is practically complete, and the company expects to start operations soon.

BUFFALO, N. Y.—The Perfection Stock Food Co. has been incorporated with \$25,000 capital stock, by Lewis Mitchell, G. C. Gorman and M. E. Butler.

THE FARMERS FEED CO., of New York, with capital of \$1,500,000, has been incorporated by Delbert Curtin, Frederick S. T. Lambert and Edward G. Beach.

ODESSA, NEB.—The final shipment of machinery for the new plant of the Great Western Alfalfa Mfg. Co. has been received and the plant will be in operation in a short time.

A HAY WAREHOUSE costing \$75,000 with storage for 10,000 tons of hay is being erected for the U. S. Army Quartermaster at Kansas City, Mo., and will be equipped with a pressing plant.

LOUIS J. MEADER, of New York City, has registered a trade mark of "Green Velvet," in special lettering, as a particular description of stock foods manufactured by himself. Use of the term is claimed since Jan. 1, 1912, No. 99,856.

COTTONSEED CAKE and cottonseed meal are given priority over all other traffic, with five exceptions, when destined to points in Texas and New Mexico, in order No. 4. This is a further effort to supply feedstuffs for the cattle of the drouth districts of the southwest.

WHEN a majority of the Interstate Commerce Commission gives a shipper reparation on account of excessive rate and three members of the Commission dissent, as in a recent case wherein a shipper of poultry feed was awarded reparation, it shows the value of a strong presentation of the shipper's claim.

GRAIN RESIDUE produced by manufacturers of non-beverage spirits is to be saved and used as cattle feed. This feed may be sold or fed locally, but in the event there is no local demand facilities for drying it must be provided within a reasonable time. If this is not done operation of the plants will be prohibited.

A NEW BALANCED ration stock food is being produced by Ralston Cargill at Americus, Ga. Cull sweet potatoes are run through a hammer mill and reduced to a dry paste which is mixed with velvet bean meal. The bean meal is rich in fat and protein and the sweet potatoes add a balancing proportion of carbohydrates. Experiments also are being made with corn husks and para grass in the production of cattle feed.

ALL RAILROADS in Texas, New Mexico, Louisiana, Oklahoma, Arkansas, Kansas and Missouri are made subject to the provisions of priority order No. 4, requiring them to give preference to shipments of cottonseed meal and cakes when destined for the cattle of the drouth district of the southwest, and also to Sup. A, which places other cattle feeds, viz. hay, rice straw, hulls and forage, on a par with cottonseed products. These commodities take priority over all other shipments except live stock and perishables, human foodstuffs, railroad supplies and material, coal and government supplies.

THERE are other publications, but there is only one

Rosenbaum Review

If you wish inside facts concerning the grain business before you every Monday morning, you will subscribe now.

\$5.00 per year

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TERMINAL ELEVATORS:
Kansas City

OTHER BRANCHES AT:
Omaha Oklahoma City Fort Worth
Galveston New Orleans
New York

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8 1/4 x 13 3/4 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$2.25

Form 43XX—400 Pages, \$3.75

Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1/2 x 15 1/2 inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.75.

GRAIN DEALERS JOURNAL
305 So. La Salle Street CHICAGO, ILL.

Patents Granted

1,248,359. Grain Car Door Closure. James A. McNulty, Kansas City, Mo. This device is adapted to extend across the side door openings of grain cars and may be secured in place by means of a slotted plate or to hooks driven in the car uprights. Means for preventing the accidental disengagement of the fastenings are provided. The door is adjustable.

1,248,324. Automatic Scale for Weighing Cottonseed. Charles R. Harvin, Manning, S. C. This device is a four-compartment cylinder, so arranged and adjusted that when one compartment has been loaded the weight is registered automatically, the cylinder then makes a quarter revolution dropping the weighed load into the conveyor below and bringing another compartment under the receiving spout.

1,247,433. Seed Separator. Drusilla C. McConnell, Belton, S. C. To the supporting structure is attached a foraminated (perforated) drum connected with a shaft by which it is rotated. The front or receiving end is closed, except for the opening along the shaft which admits the seeds to the drum. The opposite end of the drum is open. Seed is fed into the drum by spiral device on the shaft.

1,247,365. Conveyor. Robert E. Briggs, Columbus, O., assignor to the Jeffrey Manufacturing Co., Columbus. A combination of endless chains pivotally supports buckets with overlapping edges. Within the wheels which engage the chains and control or change their direction of travel are revolving cylinders which guide the buckets as they change direction. Means are provided to tilt the buckets as they approach the descending run, the cylinders holding them in tilted position as they so approach and enter.

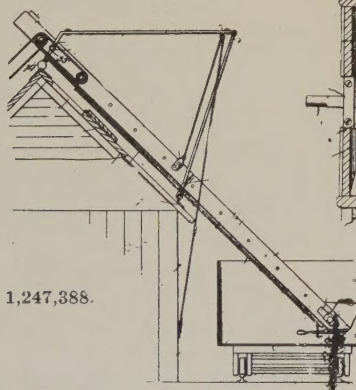
1,247,587. Traveling Conveyor. Guy D. French, Dindsdale, Iowa. This device op-

erates on ridge and eve tracks of a gable roofed support. The bent extremities of the side bars are equipped with rollers which engage the ridge track, while the supporting legs, hinged to the side bars, carry rollers which engage the eve track, with brace bars which afford means of adjustment. The upper section of the foldable endless conveyor is pivotally mounted between the side bars of the frame and hoisting means are provided by the side bars for lifting the frame to folded position. Ridge and eve bars are tubular with slot for engaging and holding the rollers to the trackway. Conveyor moves along the trackways to points of operation.

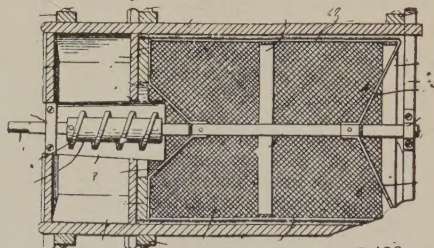
Books Received

THE AT-LAS WHEAT CONVERSION TABLE provides tables for converting any quantity of wheat, at any percentage of dockage, into gross, dockage and net bushels to the nearest pound. Twenty tables are given, the first showing the dockage at $\frac{1}{2}$ of 1%, and the following tables rising by half percentum to and including 10%; each table giving the results on quantities from 10 lbs. to 99,000 lbs. Even thousands of pounds are shown on the upper half of the page, and weights less than 1,000 lbs. are shown on the lower half of the page. For convenience in combining two or more results to ascertain the dockage or net weight on a given quantity a number of markers are furnished for use in framing the figures to assist in making the necessary calculations. The table is 6x9 inches, paper bound, price \$3. Compiled by P. H. Limburg, Minneapolis, Minn.

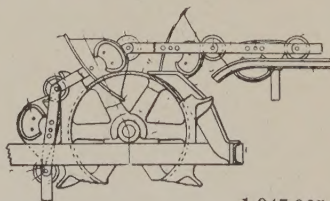
Don't shuck, crib, ship or shell soft corn, is the very pertinent advice given out by the Food Administration. To ship at this time means losses for the farmer, the country buyer, the commission house and the industries that buy soft corn and try to use it. The suggestion is made that freezing will so improve the grade that it can be marketed with comparatively small loss. That is cold comfort.



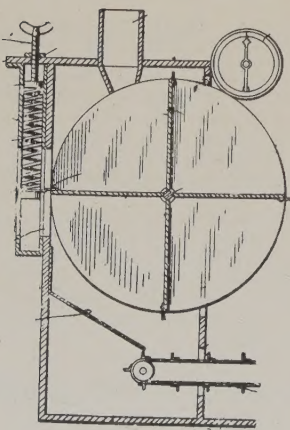
1,247,388.



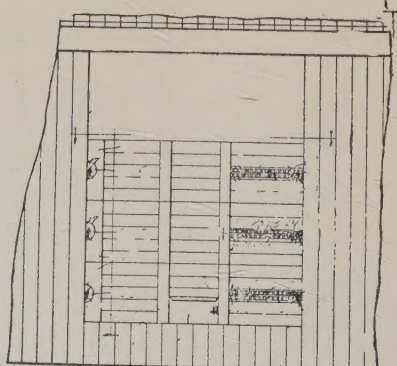
1,247,433.



1,247,365.



1,248,324.



1,248,359.

To Help Reduce Elevator Fires.

Self inspection as a fire preventive is urged by the National Board of Fire Underwriters, which has prepared and is sending broadcast the following self inspection blank, which grain dealers already are familiar with thru the pioneering work of the Grain Dealers Fire Insurance Co.

Cleanliness and Order.

1. Does the elevator receive a thorough sweeping every day?
2. Is the accumulation of dirt removed from all beams, braces, steam pipes, benches and corners every day?
3. Is the floor sweeping and fan system in perfect working order? If not, state particulars.
4. Are the waste cans properly used and emptied daily?
5. If there has been repair work, has all of the refuse been removed?
6. Are the outside premises within fifty feet from all buildings kept entirely clear from litter and rubbish?
7. Has the litter from the coopeage of grain cars been prevented from accumulating within one hundred feet of buildings?
8. Are railroad employees maintaining the required cleanliness of the right-of-way adjacent to property?

Condition of Machinery.

9. Has there been any heating of bearings? If so, state location, cause and correction.
10. Have there been any blow-outs of electric fuses, or other electrical troubles? If so, state particulars.
11. Have you made sure by personal examination that the elevator head and boot pulleys are running true and that all belts and pulleys are free from excessive friction?
12. Have there been any chokeups? If so, give cause.
13. Have any fires developed in the dryer steam coil room? If so, give cause.

Obedience to Rules.

14. Are the employees carefully following your instructions as to proper lubrication?
15. Are the rules as to smoking and the disposal of matches being followed?
16. Has there been any case of wrapping or hanging electric lamp cords upon nails? upon pipes or in other dangerous places? If so, give particulars.
17. Have oat clippings been burned? If so, state reason and place of burning.
18. Are you certain that the switch engine has not violated rules by entering the track shed, or by pulling fires within one hundred feet of buildings? If there have been violations, give particulars.
19. Has the watchman performed his duties and made full watch reports?
20. Has any person been admitted to the premises without authority from the manager? If so, give particulars.

Fire Protection.

21. Is every water barrel kept at least three-fourths filled?
22. Are there two fire pails at each barrel?
23. Has every chemical extinguisher been recharged within six months?
24. Is there a sufficient quantity of good fire hose to reach every part of each floor, coupled to stand pipes and having nozzles attached?
25. What is the date of the last testing of the fire hose?
26. Are the hose spanner, fireman's ax and all the other fire-fighting apparatus in the proper order and place?
27. Are the fire doors in the proper working condition?
28. Are the alarms to the sprinkler equipment in proper working order?
29. Is the controlling valve to the sprinklers open?
30. Has any sprinkler head corroded, or has any been painted or whitewashed? If so, state particulars.
31. Are there any obstructions to the distribution of water from the sprinkler within twenty-four inches from the ceilings? If so, state particulars.
32. Are there any partitions except where midway between sprinkler heads? If so, state particulars.
33. Have any tables or decks been installed in excess of 4 feet in width? If so, state particulars.
34. It is advisable to have an insurance mechanical, electrical or sprinkler expert advise you upon any particulars?

The GRAIN DEALERS JOURNAL.

Fire Hazards at Cincinnati.

Cincinnati has been found full of bad grain hazards recently reported by Inspectors J. W. Just and C. O. Garver, commissioned by State Fire Marshal Fleming. In one plant the watchman had but one arm and carried an oil lamp, and failed to discover the inspectors entering after midnight. Two armed guards have since been placed on duty with orders to shoot to kill all intruders, and an up-to-date call system has been installed.

At another plant containing a large quantity of grain the inspectors got in after the owner had had a fist fight with the night engineer.

Another plant was found to have 41 hazards; and another had 2,500 bus. of rain-soaked rotten corn.

Second-hand sack piles at one plant were found to have been charred from spontaneous combustion, arising from their condition.

A mill had open gas lights, and 12 electric motors of the brush type in filthy condition and with overfused switchboards, imperiling 10,000 bus. of corn. Assistant District Attorney Bruce ordered the entire plant re-wired and remodeled as to power equipment.

A heated smokestack was in contact with the sagging roof at another food plant.

Bad conditions found at other plants were: Two feet of dust burned black and lying in steam coils of drier; plugged and missing nozzles of fire hose; fire hose with the rubber lining rotting or vanished thru decay.

Insurance Notes.

OPERATORS of grain elevators are urged by Acting Governor John G. Oglesby, of Illinois, not to admit as visitors to the elevator persons who are unknown and cannot show legitimate reasons for a call.

RECHECKING of all grain elevators and supply storehouses in Illinois, the owners of which were instructed by the state fire marshal's office early in November to guard against the activities of enemy aliens, is being undertaken by John Gamber, fire marshal.

GRAIN of great value is endangered thru the continuance of present conditions at Fort William and Port Arthur, Ont., and the members of the Winnipeg Board of Trade insist that the government should provide military protection at the elevators. A. K. Godfrey, pres. of the Board, has made representations to the government at Ottawa, showing that the efforts made by the owners and operators should be supplemented.

A DUST EXPLOSION in the bronze powder mill of the Aluminum Cooking Utensil Co., New Kensington, Pa., blew off the roof of the building and seriously injured 22 men, of whom eight died subsequently. Minute particles of any substance, flour, vegetable, coal or metal lose their innocent character when diffused thru the air

and become inflammable. Explosions of cement dust have occurred under such conditions. Keep the dust out of your elevator.

FOOD DESTRUCTION by fire, May 1 to Oct. 1 this year, is said to have been sufficient per minute to feed a soldier 136 days. At this rate food sufficient for nearly 200,000 men was lost by fire daily. Watch out for the fire bugs and eliminate conditions which cause fires.

CASUALTY INSURANCE rates are to be advanced. That decision was reached at

a meeting of the executives of the casualty and surety companies in New York recently, who hold the increase is amply justified by the services furnished and insurance given. A flat advance of 5% was recommended in rates on workmen's compensation insurance and shall apply to all manual classifications and on all risks written or renewed after Dec. 21. Cost of doing business increased 8.1% without allowing anything for excess profits taxes or taxes on contributions to surplus.

That Engine of Yours

Of course, it is not going to bite these cold mornings like it does when the thermometer is crowding 90. You can't expect it to. You have to get warmed up yourself before you start doing real work, and you wouldn't like it a bit if the boss got impatient with you when you backed up against the stove. So have a little patience with the engine. It will come along all right. Pouring gasoline on the cylinder or building a fire underneath it, is a kid's trick, not a mechanic's. You have to get warmed up. Give the engine a chance.

Fitzgerald & McCotter

Western Managers,
Omaha, Nebr.



C. A. McCotter

Secretary
Indianapolis, Ind.

A fire from any cause will be a calamity; a careless fire will be a crime

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM.
Ask about the "TRI-STATE PLAN" for short term grain insurance.
E. H. MORELAND, Secretary

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

REPRESENTING:

MILLERS NATIONAL INSURANCE CO.
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.
Of Lansing, Mich.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

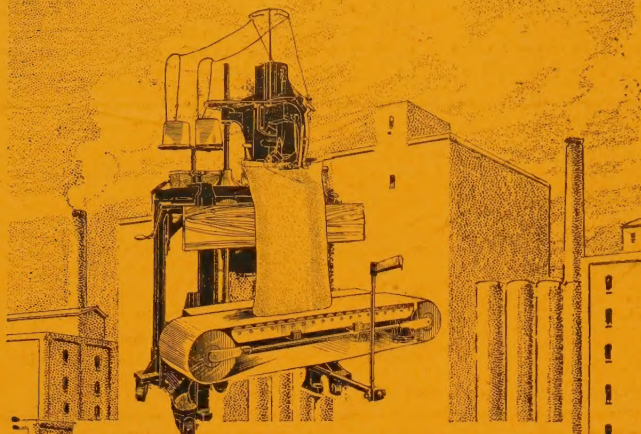
DES MOINES, IOWA

F. D. MILLIGAN, Pres't GEO. A. WELLS, Sec'y

Write for Information
Regarding Short Term Grain Insurance

The GRAIN DEALERS JOURNAL.

America's Leading Mills Stand Solidly Behind The Union Special Bag Closing Machine



Here's What It Will Do In Your Mill:

It will do the work of four hand sewers—and do a 100% better job.
It will save 233% in the cost of sewing twine.
It will save from \$1.00 to \$1.75 per thousand in the cost of bags.
It will save floor space—prevent substitution—prevent leakage.

What further proof can we offer to convince you that you need this remarkable time and labor saver in your mill?
Illustrated catalog on request.

UNION SPECIAL MACHINE CO.
300 W. KINZIE ST. CHICAGO

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners.
Order Form 380. Price, \$1.75

GRAIN DEALERS JOURNAL

315 South La Salle St. CHICAGO, ILL.

Service To Be Rendered

The initial cost of an article is small in comparison with the service that article should render you. Purchase an ELLIS CONTINUOUS FEED DRIER for the service it will render you and let the cost be a second consideration.

THE ELLIS DRIER COMPANY
Grain Driers Postal Telegraph Bldg. CHICAGO

OAT PURIFIERS

SPECIAL NOTICE

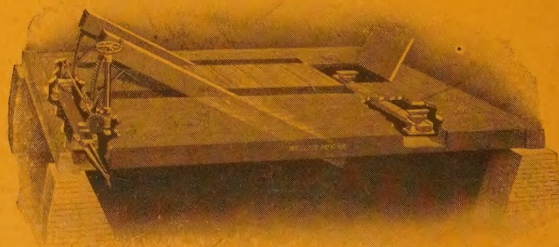


We have moved into our new factory at 1004-6 Lynsdale Avenue North, where we have greatly enlarged and better facilities for handling our increasing business. We are the sole manufacturer of Bryant Automatic oil filters and DAY'S patented ventilating cap as well as our dust collectors and dust collecting systems. Watch for our next ad. When in need of anything in our line, write

THE DAY COMPANY
Minneapolis, Minn.



The Wagon Dump That Has No Equal



The Weller Worm Geared Wagon Dump has no chains to break and no brake to slip and injure horses or wagons.

Does away with all former objections and is self-locking in any position.

Can be used with Standard Dump or Hay scales.

WELLER MFG. CO.
CHICAGO